

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8262

第六十六年二第

FRIDAY, JULY 22, 1910.

五拜禮

號二十月七年十

55 PER ANNUM.  
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## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £1,500,000

RESERVE FUNDS £1,500,000

STERLING £1,500,000

SILVER £1,500,000

RESERVE LIABILITY OF PROPRIETORS £1,500,000

COURT OF DIRECTORS:

G. Balloch, Esq., Chairman.

Robert Shaw, Esq., Deputy Chairman.

F. H. Armstrong, Esq., S. A. Levy, Esq.

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Andrew Forbes, Esq., G. H. Medhurst, Esq.

Hon. Mr. Henry Kerwick, H. Shallen, Esq.

G. R. Leemann, Esq., H. A. Slobs, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTERNET ALLOWED.

On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

N. J. STABB, Acting Chief Manager.

Hongkong, 19th July, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,500,000

RESERVE FUND £1,500,000

RESERVE LIABILITIES OF PROPRIETORS £1,500,000

TOKYO

Kobe

OSAKA

NAGASAKI

LONDON

LYONS

NEW YORK

SAN FRANCISCO

HONOLULU

BOMBAY

SHANGHAI

HONGKONG—INTERNET ALLOWED.

On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

On Fixed Deposits:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

TAKAO TARAMIHI, Manager.

Hongkong, 18th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin

Calcutta

Hamburg

Kobe

Peking

Singapore

Tientsin

Tientsin

Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Wessinghaus & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Bank fuer Handel und Industrie

Sal. Oppenheim Jr. & Co., Koeln.

Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROBINSON & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

## Banks.

### HONGKONG SAVINGS BANK.

THE BUSINESS OF THE BANK IS CONDUCTED BY THE HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS ANSWERED AT 3 PER CENT. PER ANNUM.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

N. J. STABB,

Acting Chief Manager.

Hongkong, 18th July, 1910.

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—GOLD \$5,000,000

ABOUT \$7,500,000

RESERVE FUND—GOLD \$5,000,000

ABOUT \$7,500,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THE MIDDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3 per cent. on daily balances and accepts Fixed Deposits at the following rates:—

For 3 months 4 per cent. per annum.

For 6 months 4 1/2 per cent. per annum.

For 12 months 5 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL, Manager.

Hongkong, 30th April, 1910.

## Insurance

### CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

G. Steinhilber, Esq.

Lee Yung Su, Esq.

J. H. McMichael, Esq.

C. R. Burkill, Esq.

J. A. Wattle, Esq., Manager Director.

A. J. Hughes, Esq., Secretary.

S. B. Nell, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$34,054,152.00

Assets.....7,114,490.08

Income for Year.....3,073,334.81

Total Security to Policyholders 7,885,824.89

LEFFERTS KNOX, Esq., Hongkong District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

### PEAK TRAMWAYS COMPANY LIMITED.

#### TIME TABLE.

##### WEEK DAYS.

7.00 a.m.

7.10 a.m. to 10.00 a.m. Every 10 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 15 minutes

1.15 p.m. to 2.45 p.m. Every 15 minutes

2.45 p.m. to 3.15 p.m. Every 15 minutes

3.15 p.m. to 4.00 p.m. Every 15 minutes

4.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 15 minutes

6.00 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 8.00 p.m. Every 15 minutes

NIGHT GARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes

9.00 a.m. to 9.30 a.m. Every 30 minutes

9.30 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

11.45 a.m. to 12.00 noon. Every 15 minutes

12.00 noon to 1.00 p.m. Every 10 minutes

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4.00 a.m. to 5.00 a.m. Every 15 minutes

5.00 a.m. to 6.00 a.m. Every 15 minutes





## Intimation.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**  
**E**  
VERY OLD LIQUEUR  
**SCOTCH**  
**WHISKY**

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

OR  
**GENUINE AGE**  
AND  
**FINE MELLOW**  
**FLAVOUR.**

Robert Porter & Co.'s

**BULL DOG**  
BRAND

**GUINNESS' STOUT**  
in PINTS and SPLITS.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.  
Hongkong, 7th July, 1910.

## BIRTHS.

On July 11, at Shanghai, the wife of A. L. Brandt, of a daughter.  
On July 16, 1910, at Shanghai, the wife of Morris Koppel, of a son.  
On July 17, 1910, at Tsingtao, to Mr. and Mrs. Dadd, of a daughter.  
On Sunday, July 17, 1910, Shanghai, the wife of G. Grayrigg, of a daughter.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 22, 1910.

## OPIMUM PLANTING.

In a special article in our columns yesterday a contributor pointed out the unfair operation of the opium laws, and the hardship suffered by ship captains who, through absolutely no fault of their own, are fined heavily because some cunning smuggler has succeeded in evading his vigilance and that of his officers, and has hidden away a quantity of opium or other prohibited drugs in some part of the ship, and finding that he can make more money by betraying his associates, turns informer, and denounces the hiding place to Customs' officers who obtain credit for their marvellous cleverness in detecting it. On the 28th of May, we noticed the case of the *Hong Moh*, in which a Captain, who was well known to be incapable of breaking the law, who indeed has repeatedly discovered smugglers and handed them over to the Preventive Officers, who was admitted by the authority who heard the case to be without blame in the matter, was punished, was actually fined, as if he had been a criminal. We protested then against the system described in our article yesterday, and we suggested that it be judiciously changed. The truth is that the law, as it at present stands, is "hitting the wrong dog." This most acute watchfulness, the most untiring care, are of no avail against those dark ways which the Oriental uses to circumvent the white men of the West. A Chinese steamship owner said to a representative of the *Hongkong Telegraph*: "Everyone knows me, and that I have made my money honestly. I have no need to be a small man and break the law and do bad things and smuggle opium in order to make a few dollars. All the English people who know me know that of course. But if I wanted to be a mean man and to do those curious things I could certainly smuggle forbidden stuff into our ship, my ship, and the captain would never know. He could never find out. If I wanted to do so, when asked how it was that another Chinese owner, just as respectable as he was, had been fined because opium had been hidden in his ship, he replied that the owner was not to be blamed. He was

as innocent as the innocent Captain who was fined. But in spite of every precaution some smuggling was always possible. We suggested that the informer should be required to divulge a great deal more than merely the hiding place of the smuggled commodity. He said that "it was the business of those who made the laws to see to that." We must again lay stress on this, the only possible way out of an *impasse* that is a disgrace to our laws. The informer that is a disgrace to our laws, the informer that is, of course, almost invariably one of the criminals. For that these opium smugglers are generally of the criminal class, the cleverest and least often discovered of the secret criminal class of the Far East, no one who really has actual knowledge and experience will deny. The informer, seeing his way to make a much better thing out of the venture by adding the sin of treachery to his other villainies, (provided always that he can manage it without risk), takes care to cover himself from detection by his associates, and cynically betrays, for money, to the Preventive Officers, the secret he had himself helped in making. If a rule were made that in such a case the informer should not receive a single farthing of pay for his villainy unless he confessed the names of every one of his confederates, far more would be done to check smuggling than the present stupid and unjust law which strikes the innocent and rewards at least one contemptible and traitorous sneak. If it be objected that if informers are required to divulge the names of their associates, that useful class of human being will no longer be useful to the Preventive Officers—we reply that this is an excuse which is most unworthy of any Government servant to make, and reflects on his ability, his fitness for the work he is paid to do. To assert that it is better to inflict a heavy punishment on an innocent man, a man proved and known to be innocent, for a crime he did not commit, and did his very best to prevent, rather than to incur the trouble involved in protecting an informer, or in devising means for his protection, is to make a confession of supine impotence.

## LOCAL AND GENERAL.

MR. F. A. Mackenzie, who has been deaf and dumb since his birth, has secured the degree of Bachelor of Arts at Cambridge University.

DURING last year 1,454 deeds and documents were registered in the Land Office under the provisions of Ordinance No. 1 of 1884 affecting 2,593 lots of land.

We are informed by the Chinese Engineering and Mining Co., Ltd., that the total output of the Company's three mines for the week ending July 2, amounted to 28,467 7/10 tons and the sales during the same period to 28,316 26 tons.

ONE year's hard labour and four hours' stocks was awarded a carpenter at the Magistracy this morning for returning from banishment. The defendant was also fined \$35 or one month's hard labour for being in possession of a quantity of counterfeit coins.

THE total area of land sold and granted on lease in Hongkong and the New Territories during 1909 was 284 acres 3 poles 2 1/2 pites, of which 220 acres 1 rod 21 poles was in respect of lands dealt with by the district officer. The total area resumed was 210 acres 2 rods 37 poles, leaving 74 acres 3 rods 3 1/2 poles additional land granted during the year.

WHEN the Government tender *Stanley* went round yesterday morning to Shaoh-ai-wai Bay to pick up the tow rope from the Chinese junk which she rescued on Monday last, as fully reported in these columns on Tuesday, the junk was seen hauled up on the slip undergoing repairs. As soon as the owner of the junk, whose face is distinguished by the absence of a nose, saw the master of the *Stanley*, he and his crew rushed up to "Capt. Willoughby" and again performed the obsequious ceremony of *kowtow* for their deliverance. Their profusion of acknowledgments was a pleasing trait to observe in persons of Chinese race who have been wrongly credited with a lack of the sense of gratitude for favours received.

ONE thing we might learn, says a London contemporary, by the way, from the Chinese methods of cooking, employed at a restaurant recently opened in the West End, and that is to utilise some of the varieties of edible seaweed to be found round our coasts. In China and Japan a large number of tempting dishes are made out of seaweed, and some of these would possibly appeal to the Western palate. A society formed in the United States to popularise seaweed as food has gained many adherents; and the banquet it organizes at which nothing but seaweed is served are always largely attended. For many years past large quantities of the seaweed known as Irish moss have been regularly shipped from Ireland to New York, which is used in the manufacture of blancmange and similar dishes.

THE Antwerp rubber market in May showed sales amounting to 116,663 kilograms, as compared with 433,610 kilograms in May, 1909 and 433,610 kilograms in May, 1909 and 1908, respectively. The stock of rubber at the end of the month, according to Messrs. Grisar and Co.'s circular, from which we quote, was 543,805 kilograms, 689,338 kilograms and 771,577 kilograms at end May, 1910, 1909 and 1908. The arrivals since January 1 have amounted to 8,659,607 kilograms, of which 1,990,338 kilograms Congo and 3,669,269 kilograms other sorts this year, against 1,443,350 kilograms and 1,859,791 kilograms, totals in 1909 and 1908, respectively. The sales since January 1 to end May amounted to 1,557,336 kilograms, 1,879,977 kilograms and 1,350,079 kilograms in 1910, 1909 and 1908, respectively.

## Operations at Colowan.

## 300 ARRESTS MADE.

MEN SEGREGATED IN MILITARY PRISONS.

(From Our Own Correspondent.)

Macao, 21st July.

Far the most important results of the military operations conducted at Colowan by the Portuguese troops since the commencement of trouble more than a week ago, were achieved today when the Portuguese soldiers in advancing on the more remote parts of the island effected the capture of about three hundred prisoners. It must not be supposed that every one of the men arrested are pirates of the worst dye who had collaborated with the pirates to subvert law and order on the island, or had risen in revolt against Portuguese government in the island. There are many extenuating circumstances to be considered in favour of the so-called revolutionists. In the first place, until the demonstration of Portuguese physical force in the commencement of military operations, the peaceful villagers had not much option in the matter of their choice of allegiance either to constituted and recognised government on the island, or the acceptance of the inevitable domination forced upon them by the pirates, who, caught like rats in a trap, compelled obedience to their mandates on the part of the poor, law-abiding inhabitants of the island. Literally between two fires, they had no option but to throw their lot with the erstwhile dominant authority in the village, namely, that of their unruly masters who have invited such dreadful retribution over their own heads.

Moreover, as members of unlawful secret societies, the robber band could more easily command obedience to their self-constituted authority at a time when there was little suspicion to arouse the Portuguese authorities to a sense of imminent danger at their very doors. Hence it was possible for the pirate chiefs, through their subservient underlings, to command and enforce obedience from men and women whose refusal at the time must have surely meant instant death.

Alive to all these extenuating circumstances I am glad to learn from good official source that the local Government will temper justice with moderation and no drastic measures will be resorted to in dealing with the large number of men now under arrest.

Full and minute investigations will be conducted in each case, and, as among such a large number, there are surely to be found a good few of innocent men, their freedom from complicity in the recent rising will be treated with adequate leniency. On the other hand, condign punishment will be visited on those whose association with pirates and kidnappers is proven. This is as it should be.

## UNDER MILITARY GUARD.

The prisoners are not detained in the City gaol. The locking up of such a large number of men in the associated cells of the local prison is not without its serious risks and even positive danger, especially when it is considered that among them are to be found criminals of the worst description in China and who have been hardened by brutal deeds of murder and senseless plunder. The wise precaution has been taken of segregating the men in the military prisons in various forts scattered over the Settlement. There is the double security in that the chances of escape are reduced to a minimum and the possibility of a concerted mutiny wholly obliterated.

DISTRICT WATCHMAN TURNED TRAITOR.

The story has gained currency that a district watchman at Colowan—known in Macao as *China de quatro*, whose duty it is to patrol his beat and strike the hide-bound Chinese drum to announce his patrol—has been captured by the Chinese in the act of escaping from Colowan. After his apprehension he was questioned by the Chinese officials as to the whereabouts of a certain Chinese woman who was supposed to have been kidnapped. At first, in answer to the usual interrogatives he denied all knowledge of the existence of the woman. Then in the usual Chinese fashion he was threatened with the application of what is known in the United States prisons as the "Third Degree." Further than that, he was told that he would be killed if he persisted in concealing his knowledge of the whereabouts of the woman. Frightened out of his wits the poor wretch made a clean breast of it and owned to the fact that the woman was held a captive in his house at Colowan. Whereupon prisoner was turned over to the Portuguese authorities by whom investigations are to be carried out for the deliverance of the kidnapped woman. The watchman is considered a valuable "prisoner of war" and from whom much information concerning the pirates are expected to be obtained.

## RIFLES ON THE HILLS.

Portuguese soldiers continue to scour the island. Many rifles have been found on the hills. These arms are supposed to have belonged to the pirates who before abandoning them have taken precaution of smashing the bolts.

There is intention on the part of the Portuguese to continue to hold "the field" is seen in the further transport of ammunition and military supplies daily from Macao to Colowan. The necessity for this is not now very apparent, since after Saturday's severe cannonading by the gunboats *Patris* and *Machu* not a stray shot has again been fired by the Chinese.

## THE NAVAL CORDON.

is still maintained by Commodore Wai's mosquito fleet whose strength has since been reduced by the departure for Whampoa of the training ship, formerly the *Poohatona*. The Hongkong-built West River patrol boats are quite prominent units by reason of their wireless masts. There were counted not less than three of these gunboats among the Chinese blockading fleet to-day.

The Englishman strongly depreciates the introduction of the Rene film into India, owing to the racial feelings its exhibition would be likely to excite.

## HONGKONG'S SORROW.

## ROYAL APPRECIATION.

His Excellency the Officer Administering the Government read the following despatch, dated 17th June, 1910, from the Secretary of State for the Colonies, at the meeting of the Legislative Council yesterday afternoon:—  
"Your despatch and its enclosures have been laid before the King who has been greatly touched at hearing of the deep sorrow evinced by the British Chinese and all sections of the inhabitants of Hongkong, and I have it in command from His Majesty to express on his own behalf and on that of Her Majesty the Queen Mother and the other Members of the Royal Family their heartfelt appreciation of the sympathy shown throughout the Colony, and of the dutiful and loyal attitude of all classes of the community."

## GENTLEMAN'S WARDROBE DETAINED.

## BY BOARDING-HOUSE KEEPER.

Before Mr. Justice Hazelland, Acting Police Judge, in the Summary Court this morning, J. C. Clark and Mrs. M. S. Hoy, proprietress of the Wyndham Hotel, to recover the sum of \$1,000. Mr. Otto Kong Sing appeared for the plaintiff and Mr. J. H. Gardiner was for the defendant.

Mr. Kong Sing—This is a serious case. My client's wardrobe has been detained by the plaintiff (Laughter).

Mr. Gardiner—We are willing to hand over the wardrobe.

His Lordship—There you are, Mr. Kong Sing.

Mr. Kong Sing—There's a provision (Laughter).

His Lordship—What is that?

Mr. Kong Sing—On payment of some monies.

Mr. Gardiner—We have a lien.

His Lordship—Oh, no, I can only allow it by consent.

The case was adjourned.

## A SOLICITOR'S "HARDIHOOD."

## AMUSING SCENE IN THE SUMMARY COURT.

Before Mr. Justice Hazelland, Acting Police Judge, in the Summary Court this morning, S. Monte and Company, Limited, sued R. F. Daly to recover the sum of \$167.80.

Mr. Hind asked for a week's adjournment.

Mr. Goldring said that since his friend had the hardihood to ask that (Laughter) he wished a date to be fixed for the hearing of the case. His friend had caused him considerable delay and got nothing from him but a shifty verbal undertaking. His friend had no defence.

Mr. Hind—We have an absolute defence. The action is one for goods sold and delivered and if there's anything due at all it must be due under a guarantee. I'm entitled to at least one week's adjournment to allow me to go into the case.

Mr. Goldring—That's the usual practice but the circumstances in this case are peculiar.

Mr. Hind—I beg my friend's pardon. My friend wanted a personal undertaking from my client.

Mr. Goldring—I did not.

The case was adjourned.

## TYPHOON SHELTERS.

## MONGKOTSHU BREAKWATER.

The following references to the typhoon shelters in Hongkong harbour appear in the report of the Director of Public Works for 1909 just published:—

Dredging for the foundation trench of the breakwater was continued and was nearly completed. The quantity dredged during the year was 256,000 cubic yards, of which 207,000 had been done by the end of July when the dredger was placed in the hands of the Government Marine Surveyor with a view to the execution of any necessary repairs.

The vessel was docked at Taikeo Shipyard on the 9th of September for a complete overhaul to her hull and, after coming out of dock but whilst still in the hands of the Shipyard Co., was driven ashore during the typhoon of the 19th October close to the Taikeo Sugar Refinery. She was refloated on the 30th October and was found to be but little damaged, the extent of her injuries being a few bent plates which were taken off, straightened and replaced. She resumed work on the 19th November, after an interval of fully 31 months.

An Ordinance, authorising the construction of the breakwater and other works was passed by the Legislative Council in November under the title of "The Harbour of Refuge Ordinance 1909."

Negotiations were in progress with the lessees of Kowloon Marine Lot 32 with regard to the arrangement of a reclamation adjoining their lot, which it was considered advisable to make on account of a dangerous rocky shoal near the Northern entrance to the harbour, but these had not reached a conclusion by the close of the year.

Deepening shallow areas to one foot below Ordinance Datum—Reference was made in last year's report to the commencement of this work, which was undertaken in accordance with the recommendation of the Public Works Committee (vide minutes of meeting held on 4th January, 1908). The work was nearly completed, 90,000 cubic yards of material being removed during the year. A portion of this material, amounting to 34,000 cubic yards, was utilized in reclaiming an area of foreshore between Marine Lots 285 and 286 and Island Lot 1,881, extending to 99,570 square feet in area. The reclamation is protected by a rubble mound faced with a pitched slope.

1909. Estimate, \$200,000—Total Estimate, \$74,000 00—1909. Expenditure, \$92,000—Expenditure to 31/12/09, \$92,000 00

CAUSEWAY DAY TYHOON REFUGE.

As it was found that it was necessary for the proper working of the Southern District including Lantau and the other islands that a Land Bailiff should be appointed, Mr. R. H. Craig was temporarily appointed to that post during the year and arrangements made for a permanent Bailiff to be appointed during the ensuing year.

Mr. D. W. Trautman, Assistant Land Officer, was transferred from the Southern District to the Northern District in May in the place of Mr. S. B. C. Ross who was appointed to act as District Officer and Mr. G. N. Orme reverted to his substantive post as Assistant Land Officer for the Southern District. Mr. A. R. Wallington, one of the Land Bailiffs for the Northern District, absconded on 30th June and has not since been heard of. Mr. W. J. Uman was appointed to succeed him on the 1st August following.

## PAYMENT BY INSTALMENTS.

SOLICITOR SAYS INSTALMENTS WOULD TAKE ONE AND A HALF YEARS.

Before Mr. Justice Hazelland, Acting Police Judge, in the Summary Court this morning a Chinese clerk was sued by a Sikh money-lender for the sum of \$350 due under a promissory note.

Mr. W. B. Hind on behalf of the defendant submitted that his client was willing to consent to judgment for \$150 without interest.

Mr. Gardiner agreed.

Mr. Hind—I ask your Lordship to make an order for payment of \$5 a month.

Mr. Gardiner—I would ask for larger sums. Even at the rate of \$10 a month it would take one and a half years.

Mr. Hind—Defendant is only a clerk and earns \$15 a month.

Mr. Gardiner—Defendant gets \$45 a month.

Mr. Hind—As a matter of fact, I don't know what his salary is. He told me he got \$15 a month. Your Lordship must not only consider the amount of the instalment but you must also take into consideration whether after deducting the amount of the instalment from his salary, my client's salary will be sufficient for him to live upon.

His Lordship made an order for payment at the rate of \$10 a month.

Mr. Gardiner—Subject to the usual order, of course.

His Lordship—Yes.

Mr. Hind—I don't know what the usual order means.

His Lordship—It means that in the event of your client failing to pay any of the instalments, judgment will be entered for the full amount.

## NEW TERRITORIES.

## SALE AND REGISTRATION OF LAND.

The major portion of Mr. G. H. Wakemans' report for last year as land officer is devoted to the New Territories. It states:—

The sanction of the Secretary of State was obtained during the year to dispense with the practice hitherto in force of holding an auction for every small piece of Crown Land granted on a longer lease than 5 years in the case of building lots not exceeding 1,000 square feet or agricultural lots not exceeding 1/2 of an acre when the Land Officer certifies that there is no probability of any competition and that the applicant is the only person interested and that the land is required for bona fide Chinese occupation, and there is no probability of much development in the neighbourhood. By this means a considerable saving of expense has been effected in advertisements.

Rules requiring the registration of graves have been made by which it is hoped the many disputes regarding graves and grave sites may be lessened.

The system of issuing annual or 5 years leases of waste lands for agricultural purposes at double the usual Crown Rent to persons who were unable or unwilling to pay a premium and take up ground on leases, which was sanctioned at the end of 1908, has been much appreciated. Many such leases, in which suitable provision is made for the compensation of tenants in the event of their leases being determined have already been applied for and granted.

Owing to the difficulty of access the portion of the Northern District known as the Hang Hau Peninsula to Junk Bay from the District Office at Tai Po, it was decided to transfer this area to the Southern District Office at Hongkong and the necessary transfer has now been carried out.

The provisions of the Foreshores and Sea Bed Ordinance, 1901, necessitating advertisements in the *Gazette* of every small plot of foreshore in the New Territories having been found to hamper sales of land owing to the cost of advertisement frequently exceeding the purchase money of the land, Ordinance 41 of 1909 was passed exempting lands in the New Territories from the provisions of the Ordinance as regards notices of the sale, the provisions of the Ordinance regarding posting of notices on the land which alone are likely to be seen by the inhabitants still however continue in force.

In order to shorten notices of sales in the *Gazette* special conditions of sales were drafted to meet all ordinary cases; these conditions are now referred to only by number.

Apart from the portion known as the Southern District Mainland to which district fees for registration are already charged under the Order in Council of 17th August, 1908, it is considered that the time has not yet arrived when the fees for registration can be charged without the disadvantage of preventing registration.

In accordance with the promise made by His Excellency Sir Matthew Nathan not to increase the Crown Rents of lands held by the original leaseholders after the expiration of the first 10 years of the lease a notification was issued in June stating that the Director of Public Works had fixed the rents originally payable as those to be paid during the remainder of the unexpired leases, which are mostly for 75 years expiring 30th June, 1975.

As it was found that it was necessary for the proper working of the Southern District including Lantau and the other islands that a Land Bailiff should be appointed, Mr. R. H. Craig was temporarily appointed to that post during the year and arrangements made for a permanent Bailiff to be appointed during the ensuing year.

Mr. D. W. Trautman, Assistant Land Officer, was transferred from the Southern District to the Northern District in May in the place of Mr. S. B. C. Ross who was appointed to act as District Officer and Mr. G. N. Orme reverted to his substantive post as Assistant Land Officer for the Southern District. Mr. A. R. Wallington, one of the Land Bailiffs for the Northern District, absconded on 30th June and has not since been heard of. Mr. W. J. Uman was appointed to succeed him on the 1st August following.

## HONGKONG GYMKHANA CLUB.

## EXTRA MEETING.

The programme of the extra gymkhana meeting to be held at the Happy Valley on Saturday, 6th August, 1910, (weather permitting), is as follows:—

**FIVE FURLONGS FLAT RACE HANDICAP.**—For all ponies which have started at Gymkhana meetings this season and have not won. Jockeys who won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First prize: Presented, and prize \$35. (Entrance fees to go to winner.)

**THREE QUARTERS OF A MILE FLAT RACE HANDICAP.**—For subscription geldings of the seasons 1908-1909 and 1909-1910. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize: Presented, and prize \$25. (Entrance fees to go to winner.)

**ONE MILE DIVIDED HANDICAP.**—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize: Presented, and prize \$25. (Entrance fees to go to winner.)

Entries will be divided into two classes if thought advisable by the handicappers.

**LADIES' NOMINATION RACE "THE COME PLATE ANGLER."** STAKES. Gentlemen competitors will start from a given point mounted on China ponies and will ride to another given point where they will hand ponies to mafoos and dismount. Each competitor will carry a fishing rod. On dismounting he will run to a third given point with fishing rod, where his lady nominatrix will be awaiting him. He will hand fishing rod to the lady who will proceed to a "lake" where she will fish as directed. On catching fish, lady will run about ten yards to the judge, carrying her fish on her hook as caught. Lady first reaching judge with fish on hook as caught to win. First, second and third prizes, presented by the Gymkhana Club. No entrance fee.

## TENT PEGGING IN SECTIONS OF THREE.

Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The committee of the Gymkhana Club will appoint a judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any judge appointed the committee shall appoint a substitute.

## COLLISION BETWEEN STEAM LAUNCHES.

## INQUIRY AT THE HARBOUR OFFICE.

Before Hon. Commander Basil Taylor, R.M., Harbour Master, in the Marine Court this morning, an inquiry was held into the circumstances attending a collision between the steam-launches *Polar Star* and *Marlow* on the 15th instant. The inquiry was instituted at the instance of the Chief Resident Engineer of the Kowloon-Canton Railway.

Tai Ping, master of the *Marlow*, stated that at 8.25 a.m. on the 15th instant, he was going from Hongkong to Tai-kok-shui. When off West Point pier, he saw the *Polar Star* leaving her pier. A small boat got in his way and he ported to clear her. She was on his port bow when he first saw her close to him. When the *Polar Star* showed off, he was less than one boat's length off her bows and steering across. He considered that the *Marlow* was in fault, she was obviously cutting corners. It was his duty to keep clear and she failed to do so.

The certificate of the coxswain of the *Marlow* was ordered to be suspended for two months, the coxswain to pass again in the Rule of the Road examination before the return of the certificate.

## SORROWS OF A BORROWER.

## APPLICATION TO INCREASE INSTALMENTS.

Before Mr. Justice Hazelland, Acting Police Judge, in the Summary Court this morning, Mr. Gardiner made an application for an increase of the instalments which were ordered by the Court to be paid by an aged Chinese woman.

Mr. Harris—My client is already paying instalments to the plaintiff, on another judgment. Mr. Gardiner has been signing these documents indistinctly, she has borrowed the money whenever she required it.

Mr. Harris—These money-lenders take a certain amount of risk.

Mr. Gardiner—The defendant can pay the money.

Mr. Harris—Will your Lordship grant my friend liberty to apply if he finds out that my client has money?

Mr. Gardiner—The defendant must have made representations to my client at the time she borrowed the money.

His Lordship—You mean she obtained the money under false pretences?

Mr. Gardiner—She certainly said the money was for her daughter.

The case was adjourned.

## EDUCATION IN HONGKONG.

## EXCERPTS FROM DIRECTOR'S REPORT.

The following excerpts are made from the report for 1909 of the Director of Education, which was laid before the Legislative Council yesterday.

The total number of pupils is 6,500 as compared with 6,771 last year. Table I shows the numbers at Government schools to be 3,236 as compared with 3,233 last year. The numbers were purposely reduced at Queen's College.

The three leaders to the College on the other hand, and especially Salingpung, show marked increases, (9,377-). The two British Schools, Kowloon Girls' School and Victoria School show a combined slight decrease. Several of the less important schools also have declined in numbers. The increase at the Bellios Public School (Girls) is noteworthy. Further details are given below under the headings of the schools.

The considerable increase in the numbers at Grant schools (4,134-3,927) is chiefly due to the increase of Chinese pupils in the lower classes of the Ellis Kadoorie School and St. Joseph's College.

The steadily increasing numbers taking an English education as shown in Table II does not adequately describe the rush for places in English schools during the past year. If the numbers admitted had not been limited to suit the capacity of the staffs and class rooms, several hundred more pupils might have been enrolled.

The same table (No. 1) shows that the numbers taking a vernacular education have increased. The increase is due entirely to the development of the Bellios Public School. The small vernacular schools managed by the various Missions show a decline (2,011-2,149). The satisfactory nature of the education given in these schools is considered under the heading vernacular education below; but their worldly success is very easily surpassed by that of the private vernacular schools. Of these, careful records, so far as it is possible to obtain them, have been kept for several years.

The fees charged in the private vernacular schools average \$1.25 a month; the grant vernacular schools make no charge in most cases. It is probably fair to say that except the Bellios Public School and one or two others, the vernacular schools under the Education Department represent the best of vernacular education.

The contrary is the truth as regards an education in English. The dotted line in Table II marking the progress of the Private English Schools seems to prove that there is little money to be made out of teaching a smattering of English at low fees. Among the private schools are included two of great importance, St. Stephen's College (maximum enrolment 120) and St. Paul's College (50); there is also an institution known as the South China Academy. In the remaining 24 private schools the fees average \$1.75 a month. There are also 28 night schools in which English is taught to 659 pupils.

## REVENUE AND EXPENDITURE.

The expenditure upon education has increased by \$13,484 (\$19,359-\$25,843) and the revenue has increased by \$13,611 (\$18,214-\$54,603). The net result is a percentage of revenue to expenditure of 45.84, which is a high figure. At Government schools the cost per unit (average attendance) fell to \$37.25, the lowest it has been since 1901. At Grant schools on the contrary it is higher than ever before. This is due to the higher proportion of pupils in the upper grade schools. Indeed there is no simpler and fairer indication of the progress of education in Hongkong than the steady increase in the average cost per pupil at Grant schools since 1901, when the new Code and new rates of grant came into force.

## DIRECTOR OF EDUCATION.

Upon the retirement of Dr. Wright in April, to which allusion is made below, Queen's College was placed under the control of the Head of the Education Department, whose title was changed from "Inspector of Schools" to that of "Director of Education."

## GOVERNMENT SCHOOLS.

The Retrenchment Committee, while recommending but few reductions in the Staff of the Department, pointed out the advisability of increasing the fees charged in some Government schools. The fees for new pupils were consequently increased from \$4 to \$5 at Queen's College; from \$1 to \$4 at Salingpung; from \$1 to \$3 at Yau-mai and Wai-tai; and from 50 cents to \$1 at the Bellios Public School, vernacular side.

## QUEEN'S COLLEGE.

The annual report of the headmaster sets forth the general history of the College for the year under review.

## DISTRICT SCHOOLS.

The three district schools of Salingpung, Yau-mai and Wai-tai fully shared in the general increase of attendance at Anglo-Chinese schools. The fees collected were \$10,701 as compared with \$16,778.

All three schools were practically full for the greater part of the year, and during a considerable part of it were overcrowded in the lower classes, where the pressure makes itself manifest. Regulations which will prevent overcrowding in future have now been made.

The following increases in the establishments over those of last year were provided:—Salingpung,—One Grade III, One Grade III, two Grade VI Chinese Masters.

Wai-tai,—One Grade II, one Grade V and Grade VI Chinese Masters.

In addition, Mrs. Morris, Headmistress, Victoria School, was attached to the Staff of Salingpung. The experiment of putting a Junior Chinese class under Miss English lady was now in Government schools, and has proved most successful. I have never seen a better class of beginners than here was by the end of the year.

On the whole the three schools are doing very satisfactorily work. There are several points of detail which require more attention, and these can be conveniently considered under the next heading.

## BRITISH SCHOOLS.

*Kowloon School (Girls).*—This school continues to fill a useful purpose. The number of average attendance is 55. The cost per unit has fallen to \$113 from \$43 last year.

Experience has shown the limitations which are set to the usefulness of Kowloon School. It provides schooling in a healthy and bright atmosphere for a number of children, but the very short average of attendance of the pupils makes it impossible to follow out any comprehensive school course. Half the girls in the top class are foreigners.

*Victoria School (Boys).*—On resuming charge of the department in April, I found this school in an unsatisfactory condition. The headmaster went on leave shortly after, and the elder boys were taught for the rest of the year partly by Mr. James of Kowloon School and partly by Mr. Curwen of Yau-mai. There was an improvement by the end of the year.

The upper school consists at present of 11 boys, most of whom are the sons of Government servants. They are backward, and do not seem to have been well grounded; but they are making progress. Most of them are now being prepared for the Oxford Local Preliminary. This class promises to be of much value to the Colony.

The attendance has fallen off very considerably. The headmistress was transferred elsewhere early in the year; but still the cost per unit reaches the altogether preposterous figure of \$220 per unit (\$24 in 1907 and \$166 in 1908).

The numbers are not likely to increase materially in the near future. They were 27 for the year as against 41 for 1908.

*BELLIOS PUBLIC SCHOOL (ENGLISH AND VERMACULAR SIDES).*

Reference to past reports will show a radical change which has taken place in the nature of the Bellios Public School. Once perhaps the most important girls' school in the Colony, it gradually fell from this position and became mainly a resort for girls whose special educational needs were unprovided for elsewhere, viz., Jews, Russians, Japanese, etc. The attendance on the English side, though asked out by a number of small boys, fell in 1909 to 85.

By that year however to quote my annual report, there were "signs of an increased desire on the part of the Chinese parents to give their daughters an English education." To meet the new demand special divisions of the lower classes were formed where the instruction ran strictly on English lines. By 1909, the Chinese pupils preponderated in greatly in the lower classes, that it was possible to do away with the non-Chinese divisions altogether, and the school became organized as an "English School." To suit the requirements of the great majority of the pupils. It is hardly necessary to add that pupils of all nationalities were and are still welcomed. Nevertheless by 1908 the lower classes had become almost exclusively Chinese.

Under the same roof as this English school but quite independent of it there had been for many years a vernacular Chinese school of a not very high type, but with a large attendance. In 1907, this vernacular school fell under the management of Mr. Sung Huk-pang to whose singularly able control is due the remarkable improvement which has taken place. In his time the average attendance has risen from 175 to 276; the fees collected from all to \$1,019.

The curriculum now includes elementary music and painting. But more significant still is the remarkable change for the better in the bearing and intelligence of the pupils. It was due to Mr. Sung's influence that in 1909 the two highest standards expressed a desire to learn English for an hour a day. Their request was complied with, and the experiment has proved so successful that I have arranged for the four highest standards to do so in future, the time spent on the subject increasing in the higher standards. As the Chinese girls on the English side are daily taught Chinese, the amalgamation of the vernacular school (under Mr. H. H. H. H.) with the vernacular school (under Mr. Sung Huk-pang) is practically complete.

## GRANT SCHOOLS.

Attention has already been drawn to the increased numbers in the English schools. At the Ellis Kadoorie School, the average attendance increased from 418 to 590, and Grant by \$4,500.

The following table sets forth the authorized figures showing the fees, numbers of boarders and the percentages of different nationalities in each of the English Grant schools. There are however many remissions of fees made in individual cases. The distinction between English and Eurasian is one not always very easily made.

School	Total Pupils	English	Eurasian	Chinese	Other
1—St. Joseph's College	100	37	8	53	2
2—Italian Convent	141	24	21	75	1
3—French Convent	52	10	15	16	1
4—Anglo-Portuguese	35	1	10	—	—
5—Diocesan Girls' School	60	30	15	55	—
6—Diocesan Boys' School	97	6	2	40	52
7—St. Mary's	54	24	18	14	4
8—Ellis Kadoorie	590	—	—	—	—
9—St. Francis	31	5	5	21	69

## HYGIENE.

*EXAMINATION ON THE HYGIENE MANUAL.*

The usual shield competition was held among the schools in December, the papers being set by Dr. Pearce. There were 22 competing teams with 107 competitors. The Diocesan was first. Four schools including Salingpung earned over 60% of marks. I must congratulate the Holywood Road (Lower Grade) School on its success. The whole of the top classes were needed to form the team, which beat among others, Queen's College. Queen's College did very badly, when the circumstances are fairly considered, including its very big field of selection. Yau-mai should have done much better.

The reason given by the French Convent for their weakness in the subject this year is that it has only been studied since September. This is however no real explanation, since hygiene is a compulsory subject. The Diocesan School (Girls) did not compete, which seems a pity. Kowloon School and Victoria School did not compete either, on the ground that they had not enough pupils who had been under instruction for the full year. I am of opinion that all Government and Grant schools should compete, unless especially excused, even if only small teams can be sent in, and that any school obtaining a reduced team should obtain sanction for so doing from myself at least a month before the date of examination.

## COMMERCIAL.

July 22nd, 3 p.m.

The following quotations for rubber, latexes, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	71/-
Anglo-Javan	71/-
Anglo-Malays	71/-
Balgownies	71/-
Bata Tigas	71/-
Berama	71/-
Bukit Kajangs (pp.)	63/-
Bukit Rajahs	71/-
Carey Uniteds	71/-
Castledowns	71/-
Changkat Serdangs	71/-
Cheras	71/-
Damansaras	71/-
Eastern Internationals	71/-
Fed. Selangors	71/-
Glencauls	71/-
Glebaheils	71/-
Goldenas	71/-
Golden Hopes	71/-
Highlands and Lowlands	71/-
Indragiris	71/-
Indra Kennells	71/-
Jequies	71/-
Jonglondors	71/-
Kamunings	71/-
Kuala Lumpurs	71/-
Landrons (fully paid)	71/-
Landrons (ppd.)	71/-
Labus	71/-
Ledbrays	71/-
Linggis	71/-
London Asiatics	71/-
London Ventures	71/-
Mellmaus	71/-
Pajama	71/-
Pegohs	71/-
Rubber Trunks	71/-
Saggas	71/-
Sandycrofts	71/-
Sapongas	71/-
Seafolds	71/-
Sekongas	71/-
Shelfords	71/-
Singapore & Johores	71/-
Sumatra Paras	71/-
Sungel Chobis	71/-
Sungel Kappas	71/-
Tandjongs	71/-
Tangkabs	71/-
Toeragles	71/-
Ulu Ratus	71/-
United Serdangs	71/-
United Singapore	71/-
United Sumatras	71/-
United Langkats	71/-
Para Rubber	71/-

## YARN MARKET.

Hongkong, 22nd July, 1910.

During the past fortnight, the yarn market has continued lifeless and sales have been nominal. The same conditions have prevailed since we last wrote regarding complaints to respect of overdue contracts. The Chinese dealers have been selling overdue cargo with a heavy loss to country buyers for immediate delivery at rates 1/2 to 1/4 lower than above quotations. Japanese yarn of No. 20 are selling at cheap rates and as a consequence Indian yarn of the same count is extremely difficult to dispose of in spite of cheaper prices. The Indian market is reported steady. As regards local business there is nothing doing with the exception of 1,200 bales, which were sold at prices 1/2 to 1/4 lower. At the close the market is reported very quiet.

Total sales 1,200 bales.  
Unsold stocks 22,000 bales.  
Sold but undelivered in the godown and to arrive 43,000 bales.

*Arrivals.*—The mail Sir. Ass. and extra Sir. Capt. Silcila and Bino Maru from Bombay, and Sir. G. Agar from Calcutta have brought in 14,354 bales for Hongkong and 6,255 bales for Shanghai; shipments from Hongkong to Shanghai, and Coast ports, amount to about 1,000 bales.

*Shanghai.*—A very small business has been done in that Market.  
Japanese Yarn.—About 300 bales No. 20s were sold at \$152 to \$153.  
Local Mills.—Nothing doing.

*Raw Cotton.*—Owing to higher prices there has been no business transacted in this staple. No sales Bengal or Chinese. Stock 350 bales Bengal and 90 bales Chinese. Quotations: Bengal at \$13 to \$17 and Chinese at \$16 to \$20 per picul.

*Rupees, T/T 133 1/2 Rupees, D/D 133 1/2. Sterling, D/D 1/68 Sterling, 4/1st 1/68. Shanghai, T/T 74. Japan 87 1/2 Bar Silver 27 1/2.*

## POLISHWALL &amp; KOTWALL.

Cotton &amp; Yarn Brokers.

## RUBBER SHARE MARKET.

Hongkong, 22nd July.

The episodic sport which took place on the last day of the preceding weekly period has not been maintained during the week under review. As we close quotations all round show a depreciation below the lowest last week. The market has been dull and beyond business in some of the lower quoted stocks we have absolutely no business to report.

The decline is even more greatly accentuated in the case of Singapore dollar stocks. Wired quotations from the South to-day show an appreciable falling off in rates with a tendency to further weakness. The cause for this general decline is not very apparent beyond the drop in price in London for the raw material which, standing at 10 1/2 per lb for Fine Hard Para a week ago, comes now from London at 9 1/2 as we close.

The monthly output of the leading producing companies is well maintained on a progressive ratio.

Anglo Malays are easier and can be had at the reduced rate of 25/-.  
Allagars have been sold at 6/- and 7/-, but at the close are easier and obtainable at 7/-.  
Carey Uniteds are quiet and without business to report at quotations.

Eastern Internationals have weakened to 50/- premium, but there are no sellers from London under 55/-. It is reported that this Company has declared a dividend of 2/- per share.  
Laggis have changed hands at 60/- ex dividend, and at the close more can probably be placed.

London Ventures during the early part of the week improved to as high as 5/6, and sales were effected locally in small lots at 8/6 and 8/9; but towards the close a set back has taken place and after sales at 7/9 are now on offer.  
Merlins have been taken off the market at 7/9 and more are obtainable at 8/-.  
Kamunings have been the medium of a fair business at 7/3 and 7/6 premium.

London Asiatics have weakened to 16/- at which price they are on offer.  
Tangkabs are quiet and neglected at 25/- premium.  
United Serdangs after sales at 135/- and 136/- strengthened to 140/- with reported sales at 14 1/2, closing weaker with probable sales at 135/-.

United Sumatras ruled weak throughout the week at 12/6.  
Sumatra Paras have declined to 14/- at which price they have been placed.

Balgownies have eased down to 57/- at which price they have inquiries.  
Changkat Serdangs are easier at \$13.  
Ayer Panas come slightly higher at \$11, but there are sellers at the rate.

Pajamas can probably be placed at the slightly reduced rate of \$16.  
Glencauls, after sales at \$24, are inquired for at the rate.

Indragiris are steady at \$25.  
Pegohs have been taken off the market at \$40, and at the close are weaker and on offer at \$18.  
Sandycrofts have sellers locally at \$35, but none are obtainable from Singapore under \$36.

Singapore and Johores have weakened to \$16, with probable sales.  
United Singapore were sold at \$18, but at the close are steady at \$18.  
Ayer Kunings are weaker and offering at \$1. Pantals are slightly higher and can probably be had at \$2.

Elphinstones have dropped to \$5.50.  
Ayer Gajabs are wanted at the slightly reduced rate of \$2.75.  
New Serendabs are in request at the improved rate of \$13.  
Exchange.—The Banks closing T/T quotations are as follows:—

On London ... 1/68  
" Shanghai ... 74 1/2  
" Singapore ... 75 1/8

ELLIS &amp; ELLIS.

*SINGAPORE QUOTATIONS.*  
Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Alor Gajabs	3.00 p.m.
Ayer Kunings	\$2.75
Ayer Panas	17
Balgownies	17
Changkat Serdangs	13
Elphinstones	3.50
Glencauls	24
Indragiris	25 1/2
New Serendabs	2.75
Pajamas	16
Pantals	2
Pegohs	38
Sandycrofts	35 1/2
Singapore and Johores	16
United Singapore	1.50

## SHANGHAI POLICE FORCE.

TROUBLE AMONG THE SIKHS.

An unpleasant incident occurred among a section of the Sikh policemen on Friday afternoon, reports the N. C. D. News of 18th inst., as a consequence of which eighty-three members of the force are now in custody in the British gaol. The trouble took place on the occasion of the Sikhs being assembled at Lousa Police Station for presentation of a shooting trophy by the Captain/Superintendent.

It appears to have been anticipated that the men intended to seize the opportunity to raise some question of grievances; and this expectation was confirmed when, on being ordered to dismount, the men refused to obey the command. The men were under arms, though they had no ammunition. They were told that Colonel Bruce was prepared to hear what their sergeants had to say on behalf of the men, but naturally they must first dismount. This they still refused to do; and, after five minutes had been given them to reconsider their attitude, but without effect, Colonel Bruce left the command.

On Saturday morning a meeting of the Council was held at midday and on Saturday afternoon the eighty-three men were arrested and taken to the British gaol. It is understood that they will be formally charged to-day.

The above is a bare statement of what we understand, took place on Friday and Saturday. Pending the trial it is impossible to be more explicit. The causes of trouble are obscure. Obviously there would appear to have been some question of the engagement or non-engagement of an interpreter, but it is considered that other matters are at stake, not connected with rivalry between the two sects of Sikhs, the Malwa Sikhs and the Majha. Sikhs. The men now in prison make up practically the whole of the latter sect.

## EXPLOSION ON H.M.S. "BUTLEB."

London, July 16.

An explosion took place in the stokehold of H.M.S. *Butle*, armed cruiser, during the manoeuvres in the Atlantic. One man was killed and four were injured.

The *Butle* is a twin screw, armed cruiser of 12,000 tons and 16,000 indicated horse-power. She is attached to the Home Fleet and is commanded by Rear-Admiral Arthur A. C. Galloway. She was built at Clydebank and was launched in 1902.—N. C. D. News.

## To-day's Advertisements.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of July, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Pokfulam, in the Colony of Hongkong, for a term of 74 years from 1st September, 1910.

PARTICULARS OF THE LOT.									
No. of Lot	Regulatory	Locality	Boundary Measurements				Contents in Acres	Annual Rent	Upset Price
			N.	E.	S.	W.			
1	From Lot No. 74	Lot No. 74	ft.	ft.	ft.	ft.	49.00	50	150
(At per sale plan.)									

Hongkong, 22nd July, 1910.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Company's Steamship**  
"KUTSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 23rd inst., will be landed at Consignee's risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 22nd July, 1910.

## Events Coming.

Saturday, 23rd July.  
Aquatic Fete, V. R. C. 4 p.m.  
Kowloon Cricket Club Promenade Concert, 9 p.m.

Monday, 25th July.  
Land Sale, P.W.D., 3 p.m.

Wednesday, 27th July.  
Band Concert, Public Gardens, 9 p.m.

Friday, 29th July.  
Auction sale, valuable household property, Hughes and Hough, 1 p.m.

Wednesday, 3rd August.  
Meeting, Licensing Board, 2.15 p.m.

Thursday, 4th August.  
Legislative Council meeting, 2.30 p.m.

Saturday, 6th August.  
Gymkhana, Race Course.

Tuesday, 9th August.  
Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

Hongkong, 22nd July, 1910.

## VIENNA CAFE COMPANY (1910)

## LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

## A FIRST CLASS RESTAURANT

(TABLE D'HOUE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.  
Specially selected Brands of Wines, Spirits, Beers, etc.  
An extensive modern Bakery.  
A French Chef.

Hongkong 22nd July, 1910.

## AMSTEL PASTEURISED BEER.



A fine light wholesome beer admirably adapted for local conditions.

Amstel Beer is specially pasteurised for use in Tropical Countries, and has been proved to give greater satisfaction than any other Pilsener Beer on the Market.

Supplied to the Royal House of Holland since 1895.

Awarded Grand Diploma and First Prize at Milan 1908.

SOLE IMPORTERS—

H. PRICE &amp; COMPANY, LTD.

12, Queen's Road Central, Hongkong.

Telephone No. 431.

Reference: H.K. July 1910.



## Intimation.

## SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

## "COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles ..... \$2.50

Dosen ..... 3.25

Case 50 Bottles ..... 17.50

60 ..... 13.20

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910.

## RUBBER ESTABLISHMENTS.

	May	June	Total
Allagar	3,100	3,500	6,600
Alor Pongu	1,870	2,000	3,870
Alma	600	700	1,300
Anglo Malay	47,953	49,782	97,735
Ayer Kuning	883	900	1,783
Ayer Panas	500	500	1,000
Batu Gajah	9,773	9,775	19,548
Batang	1,710	1,948	3,658
Batu Caves	12,356	13,354	25,710
Batu Tiga	6,612	7,689	14,301
Bertam	9,750	9,750	19,500
Beveridge	8,943	9,750	18,693
Bikam	785	1,166	1,951
Brick	550	900	1,450
Bukit Kajang	3,814	4,203	8,017
Bukit Rajah	30,700	28,812	59,512
Bukit Lintang	3,320	3,700	7,020
Bukit Timah	313	779	1,092
Bukit T. B.	300	300	600
Carey United	13,000	11,800	24,800
Castlefield	3,030	3,700	6,730
Changkat Sarang	3,003	3,320	6,323
Changkat Selak	901	950	1,851
Cicely	17,000	17,000	34,000
Consolidated Malay	20,913	20,913	41,826
Daladonia	17,637	21,000	38,637
Chomor	630	630	1,260
Chorassier	2,112	2,112	4,224
Damasara	27,863	27,811	55,674
Edinburgh	6,400	6,400	12,800
Federated (Selangor)	10,727	10,727	21,454
F.M.S. Rubber	11,870	12,870	24,740
Gedong	13,500	14,800	28,300
Glenally	7,621	8,193	15,814
Glenhall	3,720	3,817	7,537
Golden Hope	5,877	5,956	11,833
Golconda	17,706	18,534	36,240
Harpenden	6,800	6,800	13,600
Heawood	937	937	1,874
High & Lowlands	35,848	37,417	73,265
Jack Kenneth	14,318	14,318	28,636
Jagra	9,971	10,074	20,045
Jahong	18,500	19,000	37,500
Kapar Para	36,895	36,895	73,790
Kamungh	7,171	7,171	14,342
Kempsey	9,195	9,195	18,390
Kepong	2,750	2,750	5,500
Kota Tinggi	680	680	1,360
Kuala Klang	2,112	2,112	4,224
Kuran	2,076	2,076	4,152
Kuan Rub. Est.	3,870	3,870	7,740
Kuala Lumpur	38,500	41,300	79,800
Labi	18,185	19,134	37,319
Ladang	37,778	37,778	75,556
Ledbury	9,600	9,600	19,200
Linggi	6,800	6,800	13,600
London Asiatic	12,856	13,310	26,166
Malacca Bank	21,000	21,000	42,000
Meriton	1,761	1,761	3,522
North Hemmock	5,189	5,189	10,378
Nova Scotia	8,800	10,000	18,800
Pajang	4,400	4,400	8,800
Patalong	27,057	27,448	54,505
Pegoh	3,361	3,370	6,731
Park Plant	10,210	10,210	20,420
Port Dickson	610	610	1,220
Raddell	1,017	1,017	2,034
Remble	671	671	1,342
Ribu Rubber	5,613	4,994	10,607
Robass	10,000	12,500	22,500
Ratanui	1,400	1,575	2,975
River Growers Assn.	2,404	3,075	5,479
Sengai	6,005	7,000	13,005
Selaba	5,576	5,576	11,152
Sungai Doh	3,930	4,610	8,540
Sungai Kapar	36,000	36,000	72,000
Sundaybrook	1,505	6,785	8,290
Seahill	14,574	15,085	29,659
Selangor	39,770	39,770	79,540
Seremban	31,640	31,640	63,280
Seremban	6,000	5,773	11,773
Shelford	6,700	7,001	13,701
Singapore & Johore	10,015	10,015	20,030
Singapore Rubber	4,950	4,950	9,900
Singai Salak	2,103	2,103	4,206
Sungai Way	6,703	6,703	13,406
Talor Anson	600	535	1,135
Tall Ayer	11,300	11,300	22,600
Trislagar	260	260	520
Trung	1,800	1,800	3,600
United Singapore	1,480	1,610	3,090
United Siam	4,500	4,500	9,000
Valambun	5,000	5,000	10,000

	May	June	Total
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Trislagar	260	260	520
Trung	1,800	1,800	3,600
United Singapore	1,480	1,610	3,090
United Siam	4,500	4,500	9,000
Valambun	5,000	5,000	10,000

F.M.S. Rubber.....	31,870	27,870	334,447
Gedong .....	13,500	14,600	52,100
Glenally .....	7,621	8,193	9,701
Glenhall .....	3,720	3,817	15,013
Golden Hope .....	5,877	2,956	27,016
Golconda .....	17,706		18,134
Harpenden .....	6,800		24,930
Heawood .....	937	912	7,503
High & Lowlands .....	35,848	37,471	240,137
Jack Kenneth .....	14,318	14,318	77,668
Jagra .....	9,971	10,074	35,796
Jahong .....	18,500	19,300	102,140
Kapar Para .....			36,885
Kamungh .....	7,171	7,053	101,857
Kempsey .....	—	—	9,193
Kepong .....	2,750		10,134
Kota Tinggi .....	680		1,840
Kuala Klang .....	2,112		8,677
Kuran .....	—	2,076	2,076

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	ORIGIN AS PER LAST REPORT	LAST DIVIDEND.	APPROX. MAY DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,028,988	2 1/2% for half year ending 31.12.09 @ 2 1/2% = \$15.11	\$950 buyers \$69 10/
National Bank of China, Limited .....	99,925	£7	£6	£4,000 \$500,000	\$30,558	2s (London 1/6) for 1909	\$76 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,500,000 \$54,885 \$500,000	none	5% for 1908	175 sellers
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 225,000 Tls. 115,513 Tls. 140,180	Tls. 207,578	Final of 7/6 making 15/- for 1908	Tls. 115
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	\$1,000,000 \$198,848 \$105,240 \$712,915	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	\$340
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	\$1,000,000 \$504,495 \$199,264	\$707,617	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	\$200 buyers
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	\$1,000,000 \$150,248 \$51,168	\$418,406	\$6 and bonus \$2 for 1908	\$113 sellers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,500,000 \$1,500,000	\$426,218	\$7 for 1908	\$350 buyers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited .....	10,000	\$25	\$25	\$57,748 \$30,000 \$100,000	Dr. \$3,777	2 1/2% for 1906	\$7 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	nil.	2 1/2% for year ending 30.6.1908	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$507,500 \$108,545 \$110,100	\$29,760	Final of \$1 1/2 for account 1908	\$32 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	\$10,000 \$10,000	£13,755	6/- for 1907 on Preference shares only @ 1/9 11/16 = 55.154	\$65
Do. (Deferred) .....	60,000			\$10,000 \$10,000		2nd 10/- of 2/- per sh. (coup. No. 12) making in all 14/- for 1908 & interim of 1/- for ac. '09	102 1/2 sellers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	\$71,150 \$62,681	£192,994	A dividend of 7 1/2% for yr. ending 30.4.1910 & bonus of 5 1/2%	\$24 sellers \$15 sellers
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	\$10,000 \$10,000	£1,150		
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$320,000 \$320,000	Dr. \$8,090	\$10 per share for 1909	6 1/2% \$168
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$135,831	\$12 for 1897	\$26 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	Tls. 825 sales
<b>MINEING.</b>							
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	\$1,000,000 \$1,000,000	£1,435	Final of 1/6 making 3/- for 1909	9 1/2% Tls. 16 buyers Pa. 10
Headwaters Mining Company .....	60,000	Pa. 10	Pa. 10	none	none	First year	
Raub Australian Gold Mining Company, Limited .....	150,000	£1	£1	\$4,371	none	5/- per share 13th dividend	5 1/2% \$7 buyers 41/-
Oriental Consolidated Mining Co., Ltd. ....	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fanwick (Gep.) & Co., Limited .....	28,000	\$25	\$25	\$25,275	Dr. \$3,460	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$550	\$50	\$550,000 \$1,091 \$40,000	\$264,847	\$2 1/2 for 1909	4 1/2% \$55 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$221,000 \$221,000	\$128,765	Interim of \$1 1/2 for account 1909	\$50
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 5,281	Final of Tls. 1 making Tls. 6 in all for 1909	6 1/2% Tls. 77
Shanghai and Hongkew Wharf Company, Limited .....	16,000	Tls. 100	Tls. 100	Tls. 607,857 Tls. 50,000 Tls. 185,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 1/2% Tls. 120
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 25,000 \$1,000	Tls. 4,324	Tls. 6 for year ending 30.4.09	5 1/2% Tls. 101 sellers \$16 buyers
Central Stores, Limited .....	50,123	\$15	\$15	\$618,075 \$1,000	\$1,277	\$1.20 on old and 50 cents on first new issue	\$104 1/2 sellers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$50,000 \$50,000	\$2,772	\$2.60 on old shares and 1.30 on new shares	\$32 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$500,000 \$1,000	\$2,772	Final of \$1 1/2 making \$7 for year end 31.12.09	\$101 buyers
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$150,000 \$150,000	\$5,471	45 cents for 1909	6 1/2% \$8 1/2 sellers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	\$269	\$2 1/2 for 1909	\$33 1/2 and 31 1/2
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 1,155,045 Tls. 30,000	Tls. 62,059	Final of 6 1/2% bonus Tls. 1 for 1909	6 1/2% Tls. 109
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$1,958	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2% \$39 buyers
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 40,098 \$50,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2% Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	\$1,250,000	\$3,158	50 cents for year ending 31.7.08	8 1/2% \$5 buyers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 5,178	Tls. 7 1/2 for year ending 30.9.09	12 1/2% Tls. 57 1/2
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	7 1/2% Tls. 70
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 60	Tls. 60	Tls. 120,000	Tls. 16,178	Tls. 25 for 1909	10 1/2% Tls. 240
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	\$1,100 \$40,000	£648	15% per share for 1908	\$10 buyers
China-Borneo Company, Limited .....	60,000	\$12	\$12	none	NIL	60 cents for 1909	\$9 1/2 buyers
China Light and Power Company, Limited .....	50,000	\$5	\$5	none	\$61,128	60 cents for year ended 28.2.06	\$2.4 sellers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,602	80 cents for 1909	9 1/2% \$8 1/2 sellers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	\$12,000 \$1,000	\$1,803	\$1.20 for year ending 31.7.09	6 1/2% \$19 buyers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$4,000,000	\$4,990	Final of 40 cents making in all 75 cents per share for 1909	10 1/2% \$6 1/2 buyers
H. Price & Company, Limited .....	12,000	\$10	\$10	none	\$670	24 per cent. vis. \$1.40 for 1909	12 1/2% \$14 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	\$600,000 \$1,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2% \$104 buyers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$125,000 \$1,000	\$7,626	Final of \$8 for 1909	6 1/2% \$155 sales
Hongkong Rye Manufacturing Company, Ltd. ....	60,000	\$10	\$10	Tls. 547,500 Tls. 61,224	\$5,176	Final of \$1 making in all \$2 for 1909	9 1/2% Tls. 1,430
Maatschappij de Mijl, Boek en Landbouwen planten in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	\$20,000	\$3,074	2nd interim dividend of Tls. 2 1/2 for 1909	5 1/2% \$14 sellers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	none	Pa. 18,440	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2% \$17.60 sellers \$10 buyers
Peak Tramway Company (new) .....	50,000	\$10	\$10	none		None	
Philippine Company, Limited .....	75,000	\$10	\$10	Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 1/2% Tls. 240 sellers
Shanghai-Sumai Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	none	none	First year	\$35 sellers \$800 Hongkong currency
Societe des Pulpes et Papeteries du Tonkin .....	13,200 Benefit shares 1,200	50 Halpouz Nominal	25 Currency	none	none	None	\$26 buyers \$5 buyers
South China Morning Post, Limited .....	6,000	\$25	\$25	none	Dr. \$11,096	None	12 1/2% \$15 buyers
Steam Laundry Company, Limited .....	20,000	\$25	\$25	none	\$11,956	10% for year ending 31st May 1910	8 1/2% \$7
Union Waterboat Company, Limited .....	50,000	\$10	\$10	\$500,000	\$342	60 cents for year ending 31.12.08	5 1/2% \$18 1/2 sellers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	none	\$1,441	35 cents for 1909	11 1/2% \$3 sellers ex d \$6 1/2 buyers
Watkins, Limited .....	10,000	\$10	\$10	\$100,000 \$5,000	\$2,012	None	
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$10	none	\$761	None	\$2 1/2 sellers
William Powell, Limited .....	15,000	\$7	\$7	none			

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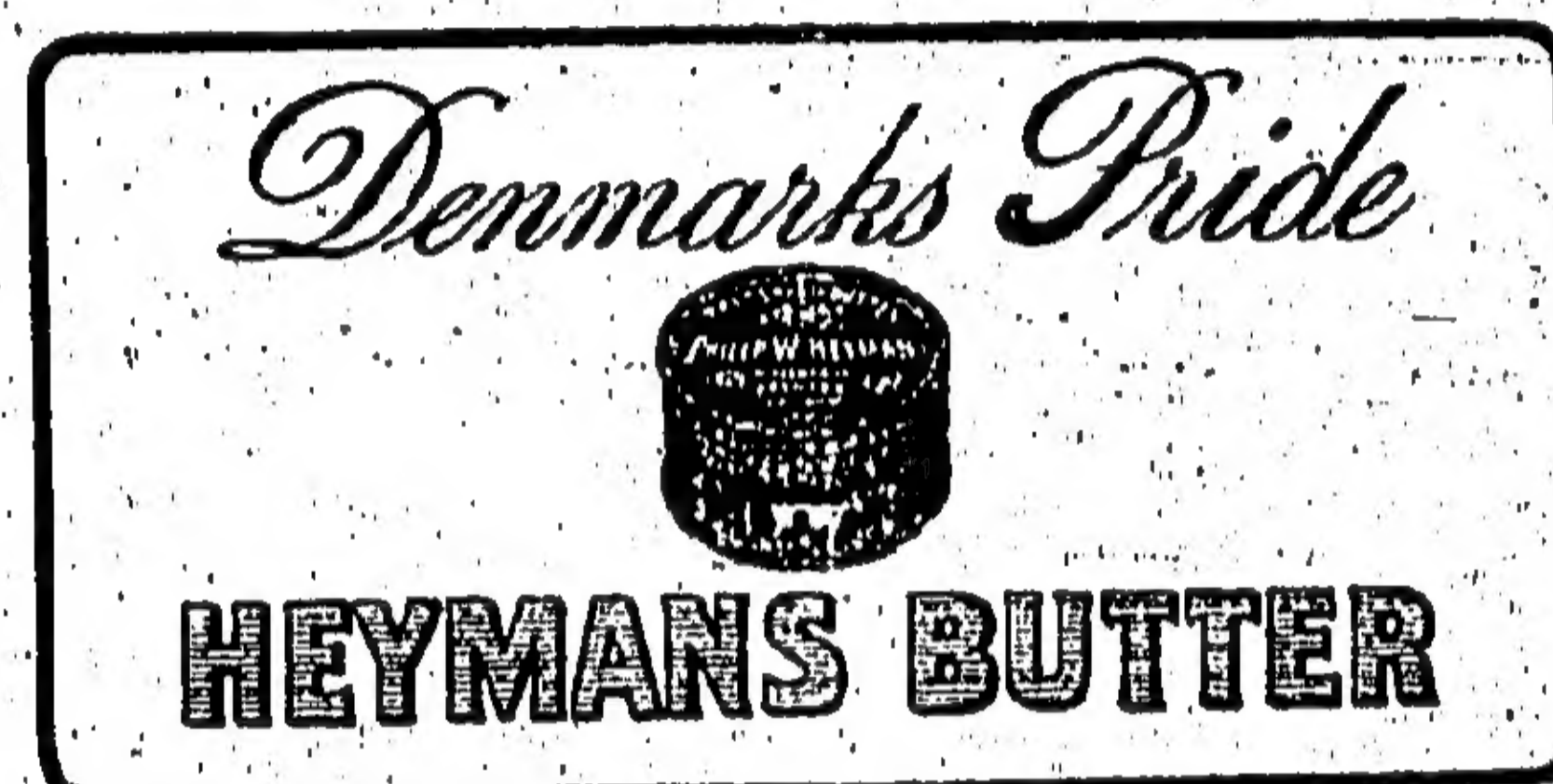
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#### BIRTHS.

At H. H. M. Canton, on the 20th inst., the wife of H. D. NORONHA, of a Son.

On July 11, at Shanghai, the wife of A. L. Brandt, of a daughter.

On July 15, 1910, at Shanghai, the wife of Morris Koppel, of a son.

On July 17, 1910, at Taingtao, to Mr. and Mrs. Decarli, of a daughter.

On Sunday, July 17, 1910, Shanghai, the wife of G. Grayridge, of a daughter.

#### DEATHS.

On July 5, at Chingai, Edward S. Wooley, 44 years.

On July 11, 1910, suddenly, at Shanghai, Hong, George Somerville, of Cronch Eod, London, aged 31 years.

On June 18, 1910, at Wimbledon, Surrey, Minnie Blount, the beloved wife of John Wright, late of Shanghai. Aged 45.

On July 13, 1910, suddenly, at Shanghai, Alben Edward, aged 49 years.

On July 14, 1910, at Shanghai, Maria Jose, the beloved wife of A. R. de Senos, after a short illness, aged twenty-nine years.

June 18, at London, Florence Beatrice, wife of William Rees Morgan Davies, K.C., Attorney-General for Hongkong, D. L. J.

#### NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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### The Hongkong Telegraph.

#### MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, JULY 22, 1910.

#### RUBBER AND PERUVIAN RAILWAYS.

(16th July.)

A little, but only a little, has been heard in the outer world about the new railways which are to connect the rubber grounds of the tributaries of the Amazon with the Pacific Coast. The Central Trans-Andean railway starts from the port of Callao and runs through Lima and the coast region till it mounts the Andes and pierces that range at a height of over fifteen thousand feet through a tunnel more than a mile long. At Oroya, 136 miles further on, it separates into two branches, one northward to Pasco, and one southward to Tarma and Huancayo. These two lines are of the very greatest interest. They penetrate right into the rubber country. Starting from Callao on the Pacific coast this railway has at its back a third part of the country. It is destined to be the principal artery of the Andean railway system. Few countries possess a system of navigable rivers such as those of Peru. There are more than 15,000 miles of tributaries of the Amazon navigable by steamers of four feet draught and over in Peruvian territory. The route of the railway takes it to the port of Cumana on the river Ucayali, which is the channel of greatest commercial activity, next to the Amazon, in Peru. On this river are the ports of Contamana and Manisa, various small towns and rubber estates, where the vessels which do the river traffic are in the habit of stopping for merchandise. Steamers up to 400 tons belonging to business firms of Iquitos on the Marañon ply between that port and Contamana, seven hundred and fifty miles away. Iquitos is the capital of the Department of Loreto, and it is the centre of an enormous rubber trade, which is now occupying the attention of great European and American financiers. A glance at the map will show what a revolution in the rubber trade will be created by the safe carriage of rubber by rail across the Andes to a Pacific port instead of the present casual and wasteful transport by river across dangerous rapids and over thousands of miles along the Amazon river, through Brazil, to Pará. The new Southern Trans-Andean Railway, uniting Pará, a port of growing importance on the Pacific Coast, with a port on the Marañon, thus placing in direct communication the richest rubber district on earth with the Pacific Ocean. There is also an inter-Andean section of the Southern Railway, which with a basis, between Puno and Cuzco, penetrating into the hollows of the River Madre de Dios and of the river Urubamba where rubber is indigenous and apparently inexhaustible.

#### OPINIONS.

(18th July.)

To our bitter regret we find ourselves forced to take notice of the commission in Hongkong of two of the four great sins which cry to Heaven for vengeance. We have little sympathy for employees who only work in their spare time, and to whom the realities of life are most apparent at one of the four private bars in a radius of less than a thousand yards. At least innocent places, too, they appear to appreciate the *joie de vivre*, but in their employer's office never. "Why should I," said one of these half-men, "why should I do more work than I am paid for?" To us it seems that he is condemned out of his own mouth. "The talk of the lips of a fool tendeth only to penalty." It is a pity that in Hongkong so many people who complain of the expensiveness of life should eat too much, drink too much, dress too much, loaf too much, and talk too much nonsense. If in an office a sudden rush of business comes in, every employee worth his salt ought to, and will, cheerfully work away, no matter how late the hour, and he will never think of being paid "overtime" for it. We cannot imagine a man who is a gentleman or aspires to be a gentleman or even one who only thinks he is a gentleman being so base and unworthy as not to be willing to work an hour or two extra in case of need, without meanly clamouring to be paid for it. But there is another aspect of the subject of working "overtime." The law of contract and the custom of merchants control both the time and wages of employer and employee. A seaman, for instance, has no "hours of work." He is on duty all the time, and the essence of his contract is that for just so much wages he gives his labour, all his strength and all his knowledge and his skill for the safety of the ship and the success of her venture. A skipper who tried to spur his subordinates to greater effort by promises of extra pay, might find himself a dishonoured man at the end of the voyage. His owners would, and with good reason too, refuse to honour such a promise. Conditions on land are very different. In many offices a man specially contracts to work for just so many hours for just so much pay, and the conditions of his service are constant and unvarying. In these large business houses it is customary to pay a clerk for that fixed number of hours. If he is asked to work for more he is, of course, considered as an extra man for the time being, and is paid accordingly. There is a world of difference between heads of Departments, or managers, and mere scribes, in this respect. The far more responsible man is in fact more highly paid, and to him more duration of working hours has no sort of relation to his salary. At the worst

he may swear at pressure of business keeping him in the office till nine, or later, so that his dinner is spoilt, and he has lost his game of bridge. It never occurs to him to make the firm pay him for it. But a poor man with poor pay is under totally different conditions. If he works during hours that are not his employer's hours, and does so for the benefit and at the wish of his employer, the latter must pay him for this extra work. Nothing can be clearer, nothing can be more reasonable, than this. If a man enters upon certain employment on a distinct understanding that any work done by him for his employer over and above that fixed amount for which he is paid fixed wages, will be remunerated at a rate agreed upon, or a rate usual in that kind of commerce or trade, he is entitled by every law to that remuneration. To refuse it to him is robbery. The British Government factories, arsenals, etc., generally pay good wages for those extra hours of work which service exigencies occasionally demand. It is very saddening to see Post Office clerks at an undesired disadvantage in this respect. These servants of the Public enter the Post Office Department on a distinct pledge by the Government of the King that they will be given certain pay, pension and other privileges in return for their services. One of these privileges is the certainty of service, the fixed number of hours, the regularity and order of every condition of duty. If a Government in its half-realized scheme of retrenchment denies to a few clerks a few dollars for working many long hours in a trying climate more than they are paid for, it is exhibiting the characteristics of a thifty Scotch pawnbroker rather than the dignity and just dealing of a department of the King's Service. If an employee smarting under a sense of ill-treatment should protest, his dismissal has been known to follow and punish his temerity. This is called Oppression of the Poor. Refusal to pay a man the overtime customary in any office or trade or business, when he has worked for his employer's benefit (whether that employer be a Government department or a manufacturing firm or a bank or anything) at all hours and on Sundays as well, is called "Defrauding labourers of their wages." Both these crimes cry to Heaven for Vengeance.

#### PHASES OF PHASES.

The innocent always suffer worse pains than the guilty. A gang of detestable bandits have been preying long enough upon the quiet hard working Chinese mechanics who have put much money for many years into foreign pockets. Europeans and Chinese are united in at least one hatred. Pirates are *hostes humani generis*. Who should know more about the "terror by night" and the destruction that wasteth at noon day" than the suffering people of the Canton River delta, and those whose children have been kidnapped and whose property has been ravaged by those shudders of blood who have dared to add the word "Colowan" to those names which our memory is painfully forced to retain as reminders of the "bitter truth" that there are still in this world murderers, *pauci contemplatores*, demons in human shape. The really honest and virtuous men among the Chinese who still preserve some vestiges of the teaching of the sages of olden time, who have not been "educated up" to the doctrine that justifies any cruelty and any treachery as the means to success, have proved that those of us who were mistaken who imagined that the Chinese had become so oblivious of international justice as cynically to quiesce in an attitude on the wrong side of equity when pirates insolently show their contempt of the King of Portugal and the Emperor of China, and their scorn of the laws of the Manchus, while trampling under foot the most elementary laws of God and man. The Chinese Authorities have agreed for the time being to sink all previous grievances against the Portuguese of Macao. Last week they were at daggers drawn over boundary questions and matters of jurisdiction with these puzzled Lusitanians. Now the Chinese sailors are glad to help maintain the naval cordon for the sake of peace and order. We make no comment on the heart-rending sacrifice of life that this tragic business must, we fear, still continue to incur. A European officer universally respected, and loved by those who are privileged to be his friends, now lies wounded, under the patronage of San Januario. In all this unhappy picture there is one bright pencil. The Chinese military and naval officials have exhibited an international courtesy, and not only a sound knowledge, but a business-like appreciation of the requirements of international law which is really very comforting, and very consoling at this period of broken Treaties and derided agreements.

#### "HANDY MAN."

(19th July.)

Perhaps some day some painstaking man of genius will collect a list of every case of which he can find authentic record in which a British seaman has rescued his fellow-men without the smallest reward or hope of reward. It would make a book worth reading, and would probably extend to several volumes. It will not, we fear, be written in our time. Most of the compilers of really interesting facts, able to relate them in an interesting manner, are dead. Mr. Frank T. Bullen has told us a few true stories of usefulness at sea, and several of a heroism that makes us pleased to remember that the English are, after all, a nation of seamen. There must be several men in Hongkong with the knowledge and ability requisite for the compilation of an account of life-saving

in Far Eastern seas. Material for such a work, if anything, over plentiful. We publish to-day an account of a sailor's action done by an Englishman, who has so often proved himself useful that such a book as this one we are wishing for would contain at least one chapter about him, alone. We refer to Captain G. L. Willoughby of the tender *Stanley*. We trust that he will not only in these waters, but elsewhere, Captain Willoughby has saved the lives of more than one whole ship's company. When a man of this kind persistently refuses to advertise himself and through what we cannot but call a mistaken though entirely honourable sense of modesty keeps his own achievements and his own personality in the background, it becomes the duty of those who value the fine qualities, the really very fine qualities, of a British seaman, to express something of the pride we have every right to feel in being his fellow-countrymen. A German Emperor, amid the endless duties and harassing anxieties through which His Majesty William II has succeeded in holding his own with a dignity and distinction worthy of his illustrious forefathers, can find time to remember and reward the valour and splendid seamanship of one of his subjects. Every Englishman, and not only every Englishman, but every lover of the qualities of the "handy man" as exhibited by Captain Willoughby will boldly, and without diffidence, express his approval, his admiration, indeed almost his envy of him. And we, with diffidence, venture to hope that those whose status in life calls them and whose duty requires them, to be advisers to the "Fountain of Honour" will remember, in due time, to recommend that some more signal token, from a higher quarter, be granted to that useful life-saver Captain Willoughby, than the hearty and sincere "Bravo, well done!" of his countrymen's appreciation.

#### "WISH IN THEIR OWN CONCIER."

When did Hongkong die? A member of the present unhappy Parliament, called Ginnell, asked the Government whether the Canton-Kowloon Railway "was being forced through merely for the resuscitation of Hongkong at the expense of the Chinese guarantors." We have been at great pains to discover the meaning of this sentence. We could not, unaided by some intellect more powerful than our own, find any sense in it whatever. We therefore consulted four gentlemen of this Colony who have the reputation of being "gifted with sound sense and reliable judgment, and of whom at least three have earned this reputation by unselfish public-spirited work. Not one of them could see any meaning in it at all. If it means anything, it implies that some time ago this Colony died, and was guaranteed to be dead by some unspecified Chinese; that somebody unspecified has been forcing the Canton-Kowloon Railway through something unspecified at the expense of those unspecified Chinese who guaranteed that Hongkong was dead, and that this brutal violence was committed in order to resuscitate a dead Colony. The same member of Parliament also wanted to know whether the persons who for the present are more or less responsible for the destiny of our Colonial Empire were "in possession of independent evidence that the Canton-Kowloon Railway could never possibly pay its cost of construction and working expenses." It is to the credit of Colonel Seely, the Under Secretary of State for the Colonies, that he answered, apparently without hesitation, this astonishing question in the negative. Short of a Mahatma or some other weird kind of Christian Scientist it is difficult to imagine who else could have answered that question in any other way. This enquiring genius, (his name is Ginnell) also asked Colonel Seely whether he knew that the railway had already cost £1,600,000 per mile. Colonel Seely did not know, and what we want to know is: what use in the world is a Colonial Office that cannot tell you a little thing like that? Another question, or rather string of questions, just as silly but, not as funny, nor as *exercises* was asked by the same unhappy gentleman. In it he took away the character of four railways and implied goodness only knows what against two firms of engineers. By some process of unreason best known to his own foggy mind, he seems to have thought the question worthy the attention of the House of Commons "whether the late Chief British accountant was the nominee of those engineers, whether the amount of his embezzlements had yet been ascertained, and whether any steps were being taken to recover that amount from his embezzlers." This is the sort of muddle-headed nonsense that now occupies the time of the "August Mother of Parliaments." There are several reasons, we can think of at least six, why the Under Secretary of State was quite right in repeating the information (which, it seems, he had already imparted on the 25th of last November) that "the Colonial Office is not concerned with the doings of the late Chief accountant on the Chinese section of the line." One of them is a *gaol*. The other five therefore do not matter.

#### THE HONGKONG SLOUIS.

(21st July.)

Those who have been perhaps a little too ready to excuse their own supineness by casting upon the employers of labour, the *jaipans*, the responsibility for the shortcomings of the Volunteer Corps of Hongkong should read two interesting documents. The first is the appeal made by H. B. Henry May, published in our issue of the 17th instant, and the second is the concluding

reply to it made by Mr. C. H. Ross, and Hon. Mr. Henry Keswick. The latter gentleman's views are shared by eight of the principal great business firms whose names are household words throughout the East. Not only will no obstacle be placed in the way of those young men who are able and willing to give their services as auxiliaries to His Majesty's Forces in this Colony, but their employers actually offer their encouragement and approval. It is almost unnecessary to refer to the qualifications of Mr. C. H. Ross as a leader of such a force as is now about to be enlisted. No better man could be imagined for the conduct of this particular undertaking. His well-known ability and experience are a guarantee of the success of his "endeavour to recruit the desired 50 men and get the Unit into working order before Xmas 1910." This new "Unit" is to consist of three officers, six sergeants, and seven corporals, fifteen mounted troopers and twenty-four "dismounted troopers." The latter phrase must be understood in connection with the explicit statement made by Mr. Ross that these men are all to be armed and dressed exactly alike, taught identical drill, and as far as possible made interchangeable. Every man therefore will be able to ride. Those who belong to the dismounted troop will be able, when circumstances require it, to do duty as mounted troopers. In fact, they are to be trained to be ready for either kind of work, on horseback or on foot. We may state, on the authority of a military officer of long experience and high rank, that such a force, armed and trained in the manner suggested by Mr. C. H. Ross, would be invaluable in time of war. Much has been said in disparagement of "untrained men" who can only ride hard and shoot straight and are otherwise mere "amateur soldiers." It ought surely to be obvious that men who can ride and shoot do not need any extraordinarily long period of discipline to be made into useful soldiers. They will come from a class that has been taught many kinds of self-control under severe discipline, from their boyhood, and obedience to orders, strict implicit obedience, with them a point of honour. To talk of such men as being likely to be dangerous to the regular forces, with which they might be ordered to serve in time of war, is therefore to exhibit a complete want of understanding of the nature of the force to which they belong, of the nature of the training which they undergo, of the nature of the work they will be called upon to do, and of the nature and character of the men themselves. If we quote the meritorious services of "irregular corps" in the past, some one gifted with that power of inaccurate reasoning which is said to distinguish men from the lower animals, will probably show how "up to date" he is by solemnly declaring that the conditions of war have so changed not merely within the last forty years but actually within the last ten years, as to make analogy between the fighting usefulness of a certain class of men in those days with their services in the war now-a-days, a mere academic question, a subject for an essay in an examination of cadets at a Military College. We have no doubt that at present and for as long as war remains possible in this imperfect world, as long as there are in it soldiers and Military Academies, this subject will continue to exercise the ingenuity of young students of military history and the patience, or impatience, of examiners. In the meantime, while refraining from wasting our patience, our time, and the space at our command, by emulating the literary efforts of any subaltern, whether from St. Cyr or a Prussian "Cadetten-Schule" or from Sandhurst, we must, with diffidence, refer to such well-known practical soldiers as Major-General Baden-Powell, or Colonel Pollock, who in six months made the "Spectator Experimental Company" of one hundred young Englishmen into as workable a little fighting force as the heart of even Kitchener could wish for. These and many other men know a great deal more about war than we do, and infinitely more than superficial thinkers who having never seen "the appearance of war" imagine that an extra cartridge in the clip of a new magazine rifle, or a new system of recoil carriage in a field gun, or airships, whether "Zeppelins" or "Voisins" still in *future*, have changed the ever-changing yet ever similar conditions that govern the work, the effort, the danger, the success or the failure, of armed men associated together in the duty of repelling other armed men associated together in an attack upon their Country and their Flag. The business men of Hongkong have not shown themselves in the past in any way neglectful of their own interests. They are at least as prosperous and successful as other men of their class in other parts of the world, however "smart" and "go-ahead" and even republican those others may be. But to the honour of the merchants of Hongkong be it said, that they never yet failed to respond to a really sincere appeal, made by a really responsible authority, on behalf of the public interest, the interest not only of British safety, of that security that freedom and that justice which the very word "British" ought to imply, and may be summed up in the two words "Rax Britannica." Any work that may be done and any services rendered in assisting the accomplishment of the heavy task of our Army and Navy, by the able, bodied young men of this Colony, will, we rejoice to know it, be cheerfully and efficiently accomplished, in response to the appeal of His Excellency Sir Henry May, K.C.M.G., the Officer Administering the Government of His Majesty the King in Hongkong, under the able and unselfish guidance and leadership of Mr. C. H. Ross.

#### OPINION "PLANTING."

(22nd July.)

In a special article in our columns yesterday, a contributor pointed out the unfair operation of the opium laws, and the hardship suffered by ship captains who, through absolutely no fault of their own, are fined heavily because some cunning smuggler has succeeded in evading his vigilance and that of his officers, and has hidden away a quantity of opium or other prohibited drugs in some part of the ship, and finding that he can make more money by betraying his associates, turns informer, and denounces the hiding place to Customs officers who obtain credit for their marvellous cleverness in detecting it. On the 28th of May we noticed the case of the *Hong Mah*, in which a Captain who was well known to be incapable of breaking the law, who indeed has repeatedly discovered smugglers and handed them over to the Preventive Officers, who was admitted by the authority who heard the case to be without blame in the matter, was punished, was actually fined, as if he had been a criminal. We protested then against the system described in our article yesterday, and we suggested that it be judiciously changed. "The truth is that the law, as it at present stands, is 'bitting the wrong dog.' The most acute watchfulness, the most untiring care, is of no avail against those dark ways which the Oriental uses to circumvent the white men of the West. A Chinese steamship owner said to a representative of the *Hongkong Telegraph*: 'Everyone knows me, and that I have made my money honestly. I have no need to be a small man and break the laws and do bad things and smuggle opium in order to make a few dollars. All the English people who know me know that, of course. But if I wanted to be a mean man and to do those curious things I could certainly smuggle forbidden stuff into one of my ships, and the captain would never know. He could never find out, if I wanted it done.' When asked how it was that another Chinese owner, just as respected as he was, had been fined because opium had been hidden in his ship, he replied that the owner was not to be blamed. He was as innocent as the innocent Captain who was fined. But in spite of every precaution some smuggling was always possible. We suggested that the informer should be required to divulge a great deal more than merely the hiding place of the smuggled commodity. He said that "it was the business of those who made the laws to see to that." We must again lay stress on this, the only possible way out of an *impasse* that is a disgrace to our laws. The informer, of course, almost invariably one of the criminals. For that these opium smugglers are generally of the criminal class, the cleverest and least often discovered of the secret criminal class of the Far East, no one who really has actual knowledge and experience will deny. The informer, seeing his way to make a much better thing out of the venture by adding the sin of treachery to his other villainies, (provided always that he can manage it without risk), takes care to cover himself from detection by his associates, and cynically betrays, for money, to the Preventive Officers, the secret he had himself helped in making. A rule were made that in such a case the informer should not receive a single farthing of pay for his villainy unless he confessed the names of every one of his confederates, far more would be done to check smuggling than the present stupid and unjust law which strikes the innocent and rewards at least one contemptible and traitorous sneak. If it be objected that if informers are required to divulge the names of their associates, that useful class of human being will no longer be useful to the Preventive Officers—we reply that this is an excuse which is most unworthy of any Government servant to make, and reflects on his ability, his fitness for the work he is paid to do. To assert that it is better to inflict a heavy punishment on an innocent man, a man proved and known to be innocent, for a crime he did not commit, and did his very best to prevent, rather than to incur the trouble involved in protecting an informer, or in devising means for his protection, is to make a confession of supine impotence.

#### PAYMENT BY INSTALMENTS.

SOLICITOR SAYS INSTALMENTS WOULD TAKE ONE AND A HALF YEARS.

(22nd July.)

Before Mr. Justice Hassall, Acting Police Judge, in the Summary Court this morning a Chinese clerk was sued by a Sikh money-lender for the sum of \$100 due under a promissory note. Mr. W. B. Hild on behalf of the defendant intimated that his client was willing to consent to judgment for \$50 without interest. Mr. Gardner agreed. Mr. Hild—I ask you, Lordship, to make an order for payment of \$5 a month. Mr. Gardner—I would ask for larger sums. Even at the rate of \$5 a month it would take one and a half years. Mr. Hild—Defendant is only a clerk and earns \$35 a month. Mr. Gardner—Defendant gets \$45 a month. Mr. Hild—As a matter of fact, I don't know what his salary is. He told me he got \$35 a month. Your Lordship must not only consider the amount of the instalment but you must also take into consideration whether after deducting the amount of the instalment from his salary, my client's salary will be sufficient for him to live upon. His Lordship made an order for payment at the rate of \$10 a month. Mr. Gardner—Subject to the usual order, of course. Mr. Hild—Don't know what the usual order means. Mr. Gardner—You don't know what the usual order means. His Lordship—I mean that in the event of your client failing to pay any of the instalments judgment will be entered for the full amount.





## Rescue at Sea.

## "STANLEY" PICKS UP SHIPWRECKED CHINESE.

CAPT. G. L. WILLOUGHBY'S SPLENDID RECORD.

Quite recently we recorded in these columns the recognition of the German Emperor of the acts of gallantry on the part of Capt. J. Bond, of the *Carl Diederichsen*, in the rescue of shipwrecked crews of Chinese trading and fishing junks in the high seas. While we are not slow to extend our congratulations to skippers of other boats for their gallantry in the rescue of those who have been in peril, we hope that the splendid record which some British masters of vessels can show of their successful efforts at life-saving at sea will also merit the attention of our own authorities. We remember on one occasion recently having spoken of the Hongkong Government tender *Stanley* as a

## "SCAVENGER SHIP."

That term was not applied in any spirit of disparagement to Capt. G. L. Willoughby's command, but to show the multifarious character of the duties to which the *Stanley* has been so often commissioned. After the typhoon of the past two or three years, the *Stanley* has been instrumental in saving more lives in these waters than any other vessel entering the port of Victoria—be it vessel of the mercantile marine or of either the British or Foreign Navies. There is little need to recapitulate at any length the *Stanley's* achievements within recent months, for the records of the Harbour Office should bear ample evidence of the numerous rescues effected by the vessel since Mr. Willoughby assumed her command.

## THE MOST RECENT INSTANCE

is one which occurred yesterday and the facts of which have just been brought to our notice. The *Stanley* was being towed off for sailing, in the morning, by the tugboat *Commodore*, under the command of Mr. W. Backwell, assistant harbour master, and Mr. Haynes, of the Audit Department. After passing through the *Stanley* and rounding up for Step Island, Capt. Willoughby, who was on the bridge, descried in the distance what appeared like a huge log of timber afloat. He steered for it to ascertain what it was. On approaching the object it was found to be

## A LARGE FISHING JUNK

bottom up and all the crew were sitting helplessly on the upturned bottom. The skipper of the *Stanley* went over and asked through his Chinese interpreter whether the men wanted help. They replied that they were only too glad of it and inquired whether the *Stanley* could tow them to Shau-ki-wan, where they could get help. Capt. Willoughby regretted that he could not take them in tow to Shau-ki-wan, but offered to tow the derelict to Shau-ki-wan as he was proceeding there. The shipwrecked fishermen said that they could not get in close enough and as for being towed to Shau-ki-wan they thought it would be of little advantage to them as they could not get their boat repaired at Shau-ki-wan.

## THE SAFETY OF THE MEN

was Capt. Willoughby's first care. He accordingly offered to take them on board and promised that on his way back he would pick up the derelict junk. This invitation was gladly accepted and four of the crew were taken on board. They were supplied with dry clothing and given a proper meal and otherwise well cared for on board the tender. The master of the junk left behind with three of his folk to stand by him. The *Stanley* then proceeded on her voyage to Shau-ki-wan.

At 3.30 p.m. the same afternoon, she returned to the wreck and by the captain's directions six-inch hawsers were passed round her mainmast and then the *Stanley* started

## TO RIGHT THE JUNK

which she succeeded in doing at the same time as the men were cutting away the sails. After getting her nearly upright and as the bows of the junk were well under water, Captain Willoughby passed the light of hawsers through the stern and commenced towing. All went well until just outside Fo-tai-mun Pass when the stern opened out and cast off the light of the low rope owing to the heavy sea, that was running. This mishap necessitated the stopping of the engines of the *Stanley* for fixing up the rope again. This done, the *Stanley* resumed towing when, right in the middle of the Pass, the

LASHING CARRIED AWAY again, causing the wreck to swing broadside to wind. In this way the *Stanley* had to continue as she was highly dangerous to stop her where she was as both would have been in imminent danger of being lifted on the rocks by the swell of the sea. So, after towing until well clear of the Pass the *Stanley* stopped. At this stage Capt. Willoughby thought it advisable to go on board the wreck himself and saw the rope made fast to the bows, as in smooth water it was then just possible to stand on the fore-edge of the wreck. When all was ready the Captain got back on board the tender and went ahead again and managed to tow the junk into Shau-ki-wan Bay, without any more accidents. The *Stanley* cast off her tow at 6 p.m. close to the police station.

## A WARM WELCOME

When the *Stanley* was towing *Sarkun* some junk must have passed her and so carried the news to Shau-ki-wan in anticipation of her arrival later in the afternoon, for as she steamed in about six o'clock, the foreshore was crowded with Chinese of the floating fraternity, all shouting and waving their bamboo hats. The greeting to Capt. Willoughby was a warm one, the greatest skipper well deserved it, since he was instrumental in saving eight lives threatened with a watery grave. The rescued people were—6 men, 1 woman, and a girl. As the boat with the shipwrecked people was leaving the *Stanley*, the survivors bowed and again in grateful recognition of the merciful rescue Capt. Willoughby had effected at so much trouble to himself and great risk to his vessel.

## THE "STANLEY'S" RECORD.

Since the present skipper has been in command of the Government tender, he has saved no less than 29 persons all told, viz:—

13 in the typhoon of July, 1908,  
13 in that of 1909,  
1 in December, and  
2 on the 15th July, 1910.

The rescue of the men from the last junk (No. 576 H. O.) was effected under extremely trying circumstances. There was a high sea and bad rain all the time. In manoeuvring the *Stanley* and getting in and out of the wreck, the Captain was wet through and through. The tow was one of eight miles. The junk slipped about 10.30 a.m. during a heavy squall and, happily for her crew, she was sighted by the *Stanley* at 11.30 a.m., just one hour after she sank.

The weather yesterday in the Harbour was very good, so that the *Stanley* was able to get to the shipping community of the

port—that is to say, to masters and mates who have the responsibility of looking after the safety of the vessels anchored in the narrow waters of the port of Hongkong, who may at any moment have to take their departure from the contiguous waters to the further removed refuges of Junk Bay or Shelter Bay.

At about nine o'clock on Sunday evening the typhoon gale broke over the Colony in full force; the rain came down in torrents and the winds blew in terrific gusts. It was only natural, therefore, that skippers and officers felt anxious regarding the safety of craft under their charge, especially those whose steamers were lying at the various wharves where, of course, the dangers of damage are about doubled.

A resident from the Peak on his arrival on Monday morning informed a representative of the *Telegraph* that the signal station was quite invisible even on that eminence and, certainly remained invisible during the greater part of the forenoon. The heavy drizzle which followed upon the over-night storm effectively obscured the Signal Station, which indeed remained obscure if not invisible during the latter part of the day. As a consequence, a good many local coasting steamers made a postponement in their sailings, and there was a good deal of idleness with coasting sailing arrangements. Yet as the weather cleared up in the late afternoon, conditions took on a better appearance and skippers who were due to sail adapted a happier state of countenance than they had worn during the early hours of the morning.

## THE SHOOTING AT NANKING.

## WOUNDED MAN TAKES BLAME.

The following account of the unfortunate shooting affair in Nanking on Sunday, when V. Borowsky, one of the owners of the circus at present showing there in connection with the exhibition, is substantially the story told by the witnesses of that occurrence. A storm blew up during the afternoon and rain poured down. The rest of the Exhibition tent and the circus suffered considerably in the down-pour of rain and thunder and lightning the animals became very restive and threatened to break loose, and with the other employees of the Circus Stafford had his work cut out to keep them from doing so. Whilst thus employed he lost a shoe. When everything had been secured he proceeded towards the bar with the rest of the men, but the sight of his walking up stairs a shoe seems to have formed the subject of conversation among the Russians who composed the rest of the party of the Circus, and a vast amount of chaffing went on as far as can be learned this must have continued for quite a long time, for during the while they shook dice for drinks Stafford appears to have remained the butt for their jests and ridicule. But human endurance has its limits, and angrily Stafford is said to have faced his tormentors and uttered an expression like, "You Russians are fools." He refused any longer to shake dice, and then Borowsky, who is supposed to have been formerly amongst those who were joking at Stafford's expense, insisted upon him doing so. There seems to be very little doubt that at the end of the influence of liquor, and in all likelihood the scene was a particularly rowdy one. Though Borowsky insisted on Stafford's playing dice, the latter firmly refused, and then, either in a fit of temper, or by way of another coarse joke, the former snatched up the box and hurled the dice into Stafford's face.

From this point onward the affair took a serious turn. Stafford turned to leave a company which was evidently distasteful to him; and as he made for the door Borowsky is credited with saying, "Thus if Stafford were to go out he will help him out. The latter continued to walk on hurriedly, but the Russian was after him repeating his threat, such as it was, and finding that his pursuer gained upon him Stafford turned. It is supposed he feared that Borowsky would lay hold of him by the collar of his coat and down him, but however this may be, he drew a revolver or pistol and fired point-blank at him. With the bullet lodged in his chest, Borowsky dropped, and Stafford, realizing what he had done, ran off to the lodge. Assistance was soon forthcoming and the injured man was taken to the emergency hospital, from where he was later on brought to Shanghai. After some time Stafford gave himself up to the authorities, and in due course was lodged in goal in the British Consulate. So far, it has not been found possible to operate upon Borowsky for the removal of the bullet, and it is feared that owing to the location the operation will be attended with the greatest danger. As already stated his deposition has been taken by the Russian Consul-General, and it is understood he has taken the *Stanley* for the while affair, desiring that Stafford should not be proceeded against. —*Shanghai Times*.

## YOKOHAMA DIVORCE CASE.

## JUDGMENT.

In the Yokohama Chihō Shibansho, on the 8th instant, judgment was delivered by Judge Hasegawa in the action for divorce brought by Mrs. L. X. Filmer, of No. 3,764, Sagiyama, Negishi, Yokohama, against her husband, Mr. Edmund L. Filmer, whose whereabouts is at present unknown. Mr. Idsumi appeared for petitioner, but respondent was not represented. The petition of Mrs. Filmer was granted, and respondent (Mr. Filmer) was ordered to bear the costs of the Court.

## THE JAPAN GAZETTE STATES THAT PETITIONER'S CASE WAS TO THE EFFECT THAT ON

December 2nd, 1909, the parties were married in Manila. Since the spring of 1909 the conduct of respondent towards petitioner had undergone considerable change. In March of the following year respondent suddenly left Manila, without giving any notice to his wife, and since that time he had contributed nothing to his wife's maintenance. Petitioner subsequently learned that her husband was staying at the residence of a foreigner at No. 3,764, Sagiyama, Negishi, Yokohama. She went to Yokohama on July 18th, 1907, to see her husband but on visiting the house at which he was supposed to be staying was informed by the occupant that her husband had left Yokohama, and that his whereabouts was unknown. Respondent had failed to communicate with petitioner for more than three years.

## CHINESE LABOUR SUPPLY.

## RECRUITING AGENT VISITING HONGKONG.

Mr. Walter Jackson, manager of the Planters' Labour Bureau of Ipoh, is on a visit here on his way to Hongkong where he will arrange to begin his cooie supplies to the F. M. S. says the *Singapore Free Press*. He carries with him a large number of orders for 7,000 and the number increased daily. This Bureau gets down on a three years' contract, and provides for their repatriation. This means that all desirable aspects of contract labour are covered, and years in satisfactory alike to employer and employee and the repatriation ensures the coolie being able to get home. Mr. Jackson is staying at the Hotel Van Wyk for a few days.

## HONGKONG AMBULANCE SERVICE.

## AVAILABLE DAY AND NIGHT.

A complete ambulance service has been established throughout the City, and ambulances can now be procured not only at any hour of the night or day by telephoning (No. 363) to the Disinfecting Station, Taipei-shan, but additional ones have been stationed at the following places for use by the Police in all cases of emergency:—

The N. View Police Station, No. 1 Police Station, The Recreation Ground, Happy Valley, Eastern District Sanitary Station (near No. 2 Police Station), The City Hall, Arsenal Street, The Supreme Court, The Central Police Station, The Fire Brigade Station, Queen's Road Central, The New Western Market, The Tung Wa Hospital, The entrance gate in Queen's Road West to the Government Civil Hospital, The Western District Sanitary Office, The Castle Day, Kennedy Town.

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Outside the City limits ambulances have also been stationed at the Police Station, Aberdeen, Shaikwan and Stanley Police Station, at the Water Police Station at Tai-mat-shui, at the Kowloon-Ganton Railway Camps, The Kowloon Disinfecting Station (Telephone No. 44 K) also serves Kowloon in the same manner that the City is served by the Taipei-shan Disinfecting Station.

These are all hand ambulances on bicycle or light wooden wheels, with rubber tyres, and of the St. John Ambulance pattern. Those stationed in the City are in the charge of the various District Inspectors, whose duty it is to see that they are kept clean and efficient, and that they are disinfected after use. At the Sanitary Stations coolies are always available for the conveyance of these ambulances, but at the other stations the Police obtain volunteers or engage street coolies for this purpose, while if the ambulance has been soiled or used for infectious cases, the Sanitary Department is notified so that it may be cleaned and disinfected at once.

The European ambulances at the Kowloon Disinfecting Station were used 140 times last week, while those at the Eastern and Western Sanitary Offices in the City were used 151 times. The European ambulances at the Kowloon Disinfecting Station were used 140 times and the Chinese ambulances 141 times, while the ambulance at the compound of Water Police basin was used 10 times.

## JAPANESE TRADE COMMISSIONERS.

## OUTLINE OF THEIR DUTIES.

The regulations defining the official functions of the Trade Commissioners to be stationed abroad under the control of the Department of Agriculture and Commerce have been published. The regulations provide that Trade Commissioners are to be appointed to various places abroad, where the presence of such an official is considered necessary in the interests of Japan's foreign trade. They are to conduct investigations in connection with the condition of foreign trade, and will be placed under the jurisdiction of the Minister of Foreign Affairs. At present only four Commissioners will be appointed.

With regard to the duties of Trade Commissioners, it is explained by the Government that while they will primarily conduct investigations into the condition of commerce abroad, their practical duties are very much more complicated and comprehensive. They will have to make close and precise investigations into all matters relating to foreign trade, and promptly report the result of their investigations to the Government in order to guide Japanese businessmen engaged in foreign trade. They will take measures for the increased sale of Japanese goods abroad, and give the necessary guidance to the producers in Japan, and so protect and extend Japan's foreign trade. A staff of four or five officials is being organized to discharge such complicated duties, and therefore the commercial students now being sent abroad will work under the control of the Trade Commissioners, and assist them in their duties. The number of the commercial students now abroad is about one hundred, nineteen being in Great Britain. It is proposed to make an improvement in the method of publishing commercial reports. At present these reports are published about six months, and the information contained therein cannot be regarded as either very accurate, or very up-to-date. Consequently business-men do not rely upon these reports or use them for guidance in conducting their business. The authorities are now considering means for the improvement both of the methods of publication and of the nature of the contents. It is also necessary, in order to accomplish the object of the appointment of these trade officials, to maintain close communication between them and business-men at home. The Trade Commissioners, therefore, will return to Japan occasionally and visit the industrial centers where the principal commodities are produced. They must investigate the trade conditions at these places, and establish close connection with producers, pointing out their defects in their goods, and explaining the features where improvement is required in quality, at the same time informing them of the condition of foreign markets.—*Japan Chronicle*.

## COLUMBIAN NURSING ASSOCIATION.

## ANNUAL MEETING.

On account of the national mourning, the usual public annual meeting of the Colonial Nursing Association was replaced this year by a small general meeting of the Council, committee and subscribers, at the Institute, London, on Wednesday, June 15th. Lord Amphil, president of the Association, took the chair, and moved the adoption of the annual report, 1909, which was seconded by Mr. Fred Dutton, one of the trustees of the association. Lady Pigott and Sir Henry Burdett spoke on the report, which was subsequently adopted. The election of the executive committee was proposed by Sir Charles Bruce, seconded by Sir Henry Burdett, and carried, and the honorary officers of the association were also elected.

## After votes of thanks had been passed to the

director of the Imperial Institute and to Lord Amphil for presiding, the proceedings terminated. It is satisfactory to note from the new annual report that the work of the Colonial Nursing Association continues to make steady progress towards realizing the ideals of the Founders. Fifty-four new nurses were sent out during the eleven months ended March 31st, 1910, making in all a total of 220 nurses employed abroad in Government and private service during that period.

## INDO-CHINA STEAM NAV. CO.

## ANNUAL REPORT.

The report of this Company for 1910 states:—Although the revival in the China shipping trade which was manifested last summer suffered a disappointing check, yet, on the whole, the year's accounts show, by comparison, considerable progress towards a better state of affairs. The reports from China for the current year have, so far, been better than for 2-3 months past, and if the improvement be maintained, the current year's working should give satisfactory results. The credit side of the revenue account (including £15,616 forward and a transfer of £10,000 from underwriting account) amounts to £25,733, and providing for all outgoings, allocating £25,364 to depreciation, and writing off £4,000 from expenses of debenture issue (£17,293), there remains a balance of £7,537, which it is proposed to carry forward. The following recommendations of the committee appointed to consider expenditure with a view to economy, a revision and an adjustment of certain items of account as to which difference of opinion existed have been conceded by the general managers and amicably arranged on a retrospective basis.

## DEATH OF CAPT. MAJENDIE.

## LATE H.M.S. "CADMUS."

A most promising naval career, says the *L. & C. Express*, has been cut short, at the early age of 36 years, by the death of Captain Bernard Majendie, R.N., who passed away at the Royal Naval Hospital, Haslar, on June 19 after a brief illness. He became a commander in December, 1903, and was in command of H.M.S. *Cadmus* on the China Station until December last, when he was promoted to captain, being one of the youngest officers of the rank in the Navy. We may add to this that Captain Majendie was well known and very popular in Hongkong where his untimely death will be greatly regretted.

## RUSSO-JAPANESE AGREEMENT.

## OPINION IN PEKING.

Peking, July 13. The terms of the Russo-Japanese Convention have been received by the Walwup with-out comment. The general impression is not unfavourable. The Chinese Press comments guardedly upon the Convention.

## QUINTONS IN JAPAN.

Tokio, July 14. The Japanese papers unanimously welcome the new positive convention, and attach significance to the meaning of the term *status quo* as employed in the Convention, and to its lack of any extraordinary features, which is explained, however, by the fact that it deals with accomplished facts in Manchuria.

German and Austrian apprehension, if there be any, is due to the change in the relations of Russia, but Japan is indifferent to Near Eastern politics.

The papers believe that the United States will not allow herself to be misguided by wilful rumours. The Convention was mooted before Mr. Knox, United States Secretary of State, made his proposal to regard to Manchuria. Article III of the Convention, providing for concerted action in the maintenance of the *status quo*, does not require any secret provisions.

Count Okuma, formerly Premier, while welcoming the Convention, declares that there is no call for a Russo-Japanese Alliance.

Count Hayashi, formerly Minister for Foreign Affairs, holds that a Russo-Japanese Alliance is inadvisable while Japan's foreign policy is based on the Anglo-Japanese Alliance. Baron Goto, Minister of Communications, considers that the Convention is most favourable to China, as China suffers most from dissension between Russia and Japan.

## THE "TATSU-MARU" INDEMNITY.

## LONG-DELATED NEGOTIATIONS.

As will be remembered, the Chinese Government admitted its responsibility for payment of an indemnity in connection with the seizure of the *Tatsu-Maru* by the Chinese authorities about two years ago. The vessel was seized off Macao with arms and ammunition which the Chinese authorities suspected were to be smuggled into China. The vessel was arrested in Portuguese waters, and China agreed that the vessel should be determined by the Viceroy of Kwangtung and the Japanese Consul at Canton. It appears that the negotiations were suspended on account of the outbreak of the Chinese boycott of Japanese goods in South China, which followed on this incident. This agitation has ceased, says one journal, as the result of the efforts made by the Chinese authorities and the awakening of the boycotters to a realization of the futility of the boycott. The *Tatsu-Maru*, owners of the steamer, recently sent Mr. Ito, a barrister, to the Foreign Office in Tokyo, with an application that the negotiations for the payment of the indemnity be resumed and concluded without further delay.—*Japan Chronicle*.

## BRITISH SQUADRON AT PORT ARTHUR.

## ARTHUR.

Admiral Winslow and twelve other officers of the British squadron now at Port Arthur visited the monument erected on Peik Hill in memory of those who died during the siege. The Admiral laid a wreath at the foot of the monument in the shape of a Jilin bury, on which the name of the flag-ship and the date were engraved in gold. Admiral Winslow read an impressive address in front of the shrine in which the ashes of those who fell in the assault are deposited, and Admiral Tomoka, Commander of Port Arthur Admiralty, responded. The engineer cadets on the cruiser *Calliope*, which is now at Port Arthur, and the Japanese officials and officers in Port Arthur, were present. The British squadron left Port Arthur at 7 p.m. on the 7th instant for Dalen.

## CHINA'S RAILWAYS.

## THE INTERNATIONAL LOAN.

Peking, July 14. The Ministers of Great Britain, France, Germany and the United States have made representations to China mildly but firmly, in separate, identical Notes, asking for the promulgation of an Edict compelling the Canton-Hankow-Szechuan Loan.

An early answer is not expected owing to the acute opposition of the gentry and students, and it is moreover doubtful whether this pressure is in other respects agreeable to the Government.—*R. C. C. Press*.

## INSPECTION OF EMIGRANTS.

## DR. F. T. K. YU'S REPORT.

Dr. F. T. K. Yu, health officer of the port, makes an interesting report on the work of his department for the past year. He writes on the inspection of emigrants as follows:—

The emigrants pass in single file, and those who appear to be suffering from any communicable disease, and those physically unfit for labour are stopped and sent ashore. This examination at least can only be a superficial one, but yet sufficient to detect febrile conditions, skin diseases, eye diseases, physical debility, and the more pronounced symptoms which make themselves evident in beriberi, syphilis, and tuberculosis.

This is an important part of the Health Officer's duties, and consists in the medical examination of all emigrants leaving the port of Hongkong. The master on board a few hours prior to the sailing of the ship, provided with their tickets, and in the case of assisted emigrants, women, and children, with photographs as well.

In this work the Harbour Office and the Registrar General's Department send representatives who check the tickets and examine the photographs as to prevent any substituting or kidnapping of children.

Emigrants for the American ports, Mexico and British Columbia, are previously examined on board the bulk of the Disinfecting Bureau, where they receive a bath, have their temperatures taken, and their clothing and baggage thoroughly disinfected; they then embark and undergo a final examination before sailing.

The total number of emigrants passed during the year amounted to 76,410, of these 4,016 were for the Straits Settlements, while the remaining 72,414 were for San Francisco, British Columbia, Honolulu, Mexico, and other ports.

The monthly figures reached their maximum in the month of April, when 9,121 left the Colony.

One thousand five hundred and ninety-two Filipino labourers arrived in Hongkong during the latter half of the year, and were transported by the Pacific Mail steamers in batches twice monthly. These men are under contract to work for the Hawaiian Sugar Planters' Association. Thus the figures for Honolulu show a marked increase over those of last year, being 1,831 as compared with 30.

The total numbers rejected during the year amounted to 913.

## CANTON OPIUM TAX.

## THE BOMBAY CORRESPONDENT OF THE TIMES

sends the following telegram, dated 10th ult. :—

The opium market is excited and disturbed on account of the action of China in holding dealers in raw opium responsible for the collection of new duties on prepared opium. The measure is regarded as a dodge invented by the Viceroy of Canton for the purpose of introducing a monopoly and as a breach of the Treaty of Canton. The Government of India is supporting the protests of local merchants, but the British Consul-General in Canton is reported to have refused his assistance. The effects of the Chinese action on the opium trade are disastrous. In consequence of the risks involved dealers have ceased trading in opium, and the market is extremely congested, 16,000 unsold chests lying with merchants in India and China. Prices are completely broken, -Patna falling from 3,658 rupees in April to 2,100 in June. The unanimous opinion is that the Government ought to stop opium sales until the situation is cleared, and that the British Government should put a stop to the harassing manner of collecting the tax. Unless this is done the Indian revenues will suffer considerably, and merchants will be involved in heavy losses.

## A JAPANESE GHOST STORY.

## A CURIOUS GHOST STORY COMES FROM YOKOSUKA

which seems to call for investigation by those interested in psychic research, reports the *Japan Chronicle*. It seems that one of the sailors at the torpedo-boat station at Nagasaki had lately seen a mysterious figure every night, and regularly about two o'clock every morning, and in passing the sentry this very remarkable ghost invariably saluted in approved military fashion. The figure used to disappear into the gunpowder magazines and soon reappear, again saluting the sentry as it passed on its way. This mysterious visitor was, of course, talked about among the sailors at the naval station, and a party of them, led by a petty officer, decided to lie in wait for the shadowy visitor and endeavour to solve the mystery. Accordingly on the night of June 1st, the soldiers hid themselves behind the sentry's box and awaited developments. About half-past one in the morning the ghost made his appearance as expected, and the bold sailors, all armed with stout clubs, sprang out from their hiding-places and began to belabour the figure with a sturdy blow. Then a strange thing happened. The ghost changed from the semblance of a human being into that of a coil, and ran off into the woods, and the mystery remains not only unsolved, but more mysterious than ever!

## ROYAL DUTCH PETROLEUM CO.

## SEVERE COMPETITION RESPONSIBLE FOR DEPRESSION.

The Amsterdam market has been somewhat adversely influenced by the publication of the report of the Royal Dutch Petroleum Company, which has not come up to expectations. The Board state that the joint production in the past year amounted to 14,359 tons, as against 12,243 tons in 1908. Competition has grown very severe, and consequently, low prices have ruled in a part of the year, which had a depressing influence on the combine's profits. Moreover, petroleum prices were abnormally low in Europe. The Bataafsche Petroleum Maatschappij, a subsidiary of the Royal Dutch Petroleum and the Shell, to which the production of the various estates is entrusted, had therefore to lower its dividend from 17½ to 16½ per cent, the difference amounting to 10,000,000. The Royal Dutch board adds to this that most certainly this circumstance would have necessitated a lowering of the dividend on Royal Dutch shares were it not that, beginning with 1909, the directors are only entitled to 4 per cent. of the profits, instead of 8 per cent. (6,000,000 Royal Dutch Petroleum shares, having been given to them as compensation for this smaller distribution out of the profits).

## THE NANYANG EXHIBITION.

## A WIND STORM.

Nanking, July 11. Owing to a heavy wind storm on Sunday afternoon a few houses and the temporary shelter of the Manchurian Zoological exhibits were badly damaged and 120 Chinese were injured. The latter were immediately taken to the Exhibition Emergency Hospital and promptly attended to by Chinese and foreign doctors. The damage done to the Exhibition building was slight, only a few skylights being smashed.

## BALGOWNIE, LTD.

## FIFTH ORDINARY GENERAL MEETING.

The fifth ordinary general meeting of the shareholders of the Balgownie Rubber Estates Limited, was held at the registered office of the company, at Singapore, on the 10th inst.

Mr. W. W. Sims, president and (there were also present) Messrs. A. A. Goss (for Messrs. Gunn and Company, the secretaries), C. S. Briscoe, A. C. A. (representing Messrs. Derrick and Company, the auditors), Lee Tsoo Poon, H. M. Caldwell, R. C. M. Kienersley, A. E. Baddley and P. F. Wins.

The Chairman said the report and accounts had been in the shareholders' hands for some days and he had very little to add. They would agree that the result of the year's working was highly satisfactory. The directors were of opinion that the future prospects were exceedingly bright. They would notice that there had been no forward sale of rubber. They were willing to take the chance in the market. The directors had decided in future to pay three monthly dividends. It was now proposed to open any more 1/2 mile on the company's property.

In conclusion, the chairman invited questions from the shareholders.

Mr. Caldwell said there was no mention of disease in the report. Were the shareholders to understand there was no disease on the property?

Mr. Wise, the manager of Balgownie, said as far as he was concerned, there were no diseases on the property.

The Chairman pointed out that Balgownie was an old estate and was, therefore, free from disease. The Bang position was formerly jungle and there was a certain amount of disease, but it was being thoroughly tackled. There was no reason at all for being alarmed. About twelve diseases were known to kill rubber trees, but the only dangerous one was "Fomes."

In reply to Mr. Caldwell, the Chairman said they were burning the timber as fast as possible. The same shareholder remarked that 3/6 per pound for production was an extremely high rate.

Mr. Sims, reading from the directors' report:—"During the year under review the expenditure on roads, drains, bungalow, cattle lines, and cultivation has been on a liberal scale. Your directors have considered it wise to charge a full proportion of this to revenue account which for the time being has rendered the cost of production comparatively high. Henceforth a considerable reduction is looked for." Continuing, he said he certainly thought they were wise to charge the full account. As they were making large profits, it was the best policy to charge as much as possible.

Mr. Caldwell asked for exact census and was told it would appear in the next report. Mr. Baddley remarked that of the estate land they had from 310 to 370 acres. He inquired if it was worth while planting up a little.

The Chairman said a few acres were being planted quickly.

Mr. Caldwell:—Can the estate be described as being in a perfectly clean condition?

The Chairman:—Balgownie, yes. Of Bang, only a few small pieces of swamp have not been cleared.

The accounts were passed.

Mr. R. C. M. Kienersley was re-elected a director.

Derrick and Co. were re-elected auditors. The remuneration of the directors was fixed at \$1,000.

## COLOWAN UNDER FIRE.

## PIRATES' BATTERIES SILENCED.

## SHOCKING EFFECT OF NAVAL SHELLS.

## INCLEMENT WEATHER DRIVES BLOCKADING FLEET INTO PORT.

## COLOWAN BLOCKADE.

## PIRATES' TREACHERY.

## PRISONERS AND ARMS CAPTURED.

[From Our Own Correspondent.]

Macao, 16th July, 1910.

From day to day I have chronicled the tragic events, and others, that have been enacted in the island of Colowan and surrounding waters during a memorable week. There was little of note to forward by the mail of Friday morning, since when, however, although no momentous occurrence has transpired during the interval, events of rather more than usual interest to your readers have been recorded. In the order of importance, though not of chronological sequence, I have to place the arrival of some of the captured pirates, the successful and

UNDER AN ARMED ESCORT  
a gang of some eighteen or twenty—littered descendants of those who some centuries ago terrorised the maritime coast of South China, and who have led a life of plunder and depredation—disembarked at the Naval Wharf at Barra at 5.15 p.m. yesterday. I just happened to be in that neighbourhood at the time and was an eye-witness of the disembarkation. The men were a desperate-looking lot and to all appearances were a life of adventure which was sustained by the proceeds of murder and blackmail. The gang was the subject of curiosity to all the trading communities on the waterfront. All were manacled and as soon as they stepped ashore from the Government launch which conveyed the prisoners to Macao they were marched up to the Monte Fort, there to be incarcerated in the military prison, where chances of escape are impossible, pending trial.

THE RESCUED BOYS  
who had been held in captivity by the pirates, are also now in Macao. They were brought over yesterday and, to relieve, had been unwittingly made to suffer by the charges from the Portuguese troops who proceeded on the offensive to act the part of their redeemers. The deliverance has been effected true enough, but at the price of much blood, such as the iron of Fate. All the eight boys are under surgical treatment at the military hospital of San Francisco, where they are tended with all care and solicitude by the officers in charge. As their injuries, in most cases, are of a minor character, they are expected to make rapid progress towards recovery.

ANOTHER JUNK SUNK.  
I don't remember having seen it stated in any of the reports of the correspondents of the newspapers in Hongkong that a Chinese junk loaded with the crews of war for the beleaguered natives was sunk the other day. This vessel was lying in shallow water in one of the sheltered bays. Report has it that at one of the earlier stages in the first encounter of the first day, some of the pirates used the junk as a point of vantage from which to direct their fire at the commanding officers directing operations from the gunboat *Macau*. The use of smokeless powder did not disclose the position whence the stray bullets missed their targets, but it is happened that a soldier on shore at Colowan discovered that the junk was no peaceful fishing smack but was a dangerous enemy on mischief bent. This information was promptly conveyed to First-Lieut. M. Albuquerque Pinto Basto, who, thereupon, commanded that the muzzle of his death-dealing weapons on board be turned in the direction of the "war" junk. Order to "open fire" was promptly given and in the next few seconds the junk lay a helpless wreck on the shores of Colowan with her high stern standing out of the shallow muddy water of the bay. The junk was a valuable prize, as subsequent inspection led to the discovery of a large number of rounds of ammunition.

AN UNFORMED REPORT.  
Late yesterday afternoon the report was freely discussed of the sinking of a refugee junk by one of the Chinese cruisers watching operations off Colowan. The error is to the effect that one of the gunboats under Commodore Wu, the commander-in-chief of the naval force, observed a boat putting off from Colowan. Its intention appeared to be to shape a course clear of the combined naval cordons. While the junk was thus moving within the maritime limit of the Portuguese, the Chinese commander was contentedly watching her movements. But no sooner did the junk cross the line than she was hailed to stop. This injunction the junk failed to observe and as by this time she was within Chinese territorial waters, the Portuguese cruiser sent a shell through her and the junk sank. I have no authority to vouch the accuracy of the report, but it is circulating with a great deal of persistency I am reporting it only as a rumour.

## SUNING FOR PEACE.

At dawn yesterday flags of truce were seen on the eminence of several of the hill-tops on the island. I was told that directly they were observed the commanding officer in charge of the field operations at Colowan sent a flying despatch to His Excellency Governor Marques at Macao, and the reply which he received from his Chief was that he was to comply with instructions.

Later in the day a small body of Portuguese troops started out to ascend the heights in the direction of the White Flag. To their surprise and as leading to suspicion on the part of the Chinese brigades a musketry volley was fired by the latter from their commanding position, whereupon the European soldiers retreated. To force a march under circumstances pointing to a desire on the part of the Chinese to surrender but in reality to greet the Portuguese with an unexpected fusillade would have been reckless, especially when every opportunity was being given to allow the Chinese to give up arms and to decide upon unconditional submission as they must inevitably have to do before many days are over.

In conversation with a passenger by the Hongkong steamer last evening I was told that the White Flag—at least two of them—were distinctly visible from the deck of the steamer, of course, with the aid of marine glasses.

SOVEREIGN HUNTERS  
are not wanting. I have seen quite a number of ball cartridges that have been captured. It is said by one who has been to the "Dona" that the Chinese have been given the "Dona" down apparently without a fight. I have not seen myself, but some empty cartridge shells are lying about the way in the private collections

of those who have a liking for treasuring souvenirs of the kind. The arms that have fallen into the hands of the Portuguese are said to be of the Martini and Moser patterns, even superior to those in use by the Portuguese troops.

CANNONADING TO BE RESUMED.  
I had a conversation with a naval officer yesterday. He made no secret of the fact that, unless the Chinese surrender by 1 p.m. to-day, a naval contingent will be landed by the gunboat *Patric*, who will co-operate with the land forces and march against the Chinese. The plan is to shell their fortified positions. It is hoped that the demonstration of force alone will convince the Chinese of the futility of hopeless resistance and that they will yield to the inevitable situation without a resort to physical force which may be attended by painfully disastrous consequences.

THE CITY OF THE DEAD.  
The market-place of Colowan is a veritable city of the dead. The abominable emanations from the corpses in a rapidly advancing state of putrefaction render the task of burying the dead a most nauseous affair. A returning *patric* (i.e., a steward of the camp mess) from Colowan, who is attached to the Artillery Corps, tells of the difficulty encountered in burying the dead bodies that evening. The task is rendered doubly more difficult for the men who have to toil under the blazing heat of the sun. This same man is my authority for the statement that men, women and children innumerable have already been buried. The scavenging duties in the main village, now a heap of hopeless ruin, are anything but easy to carry out in the present trying circumstances.

A PUBLIC SUBSCRIPTION.  
Mr. Luis Nolasco da Silva and Mr. Silva Mendes, both of the legal profession, have identified themselves prominently in a public subscription which invites money from the citizens for the purchase of little comforts, like tobacco and light refreshments, for the soldiers at Colowan. When I saw the list yesterday already three fascicles of paper were fully inscribed with names which goes to show the tangible appreciation of the Portuguese of the services rendered by their soldier brethren.

DEPARTURE OF THE "DONA AMELIA."  
The Portuguese cruiser *Rainha Dona Amelia*, which was to have left Hongkong the other day, did not proceed to Macao on Wednesday. We understand that the delay was due to some slight repairs to her boilers. However, at noon today the cruiser cast off her moorings at the meto-war anchorage and shipped a course westward with destination to Macao. Owing to her greater draught it will not be possible for the *Dona Amelia* to approach too close to the island of Colowan, but her presence in the island of Colowan will be useful in an emergency. Her larger complement of men will enable a further reinforcement of the troops. There is little likelihood, however, that the *Dona Amelia* will be requisitioned into active service in Macao's "little war."

## NAVAL BOMBARDMENT RECOMMENCED.

## "PATRIC" AND "MACAU" SHELL PIRATICAL STRONGHOLDS.

## COMMODORE WU QUEST OF GOVERNOR OF MACAO.

[From Our Own Correspondent.]

Hongkong, 17th July, 11.30 a.m.  
In his letter of yesterday morning, published in the *Hongkong Telegraph* last evening, our Macao correspondent reported that operations against the pirates at Colowan, which had been suspended under the flag of truce hoisted by the Chinese on the island, would be recommenced yesterday afternoon at one o'clock if by that hour the pirate chiefs and the revolted inhabitants of Colowan did not unconditionally surrender their arms and persons to the Portuguese. It was hoped that the truce granted would have given the pirates time to come to their senses and, in effect, yield to the inevitable fate of the Chinese. The subjugation of the desperate characters infesting the groups of islands near Macao was as much in the interest of Portuguese administration as it was in that of the Chinese Provincial Government who, in duty bound, and by agreement with Admiral Sir Arthur Moore, as delegate of the British Government, was compelled to ensure the safety of Chinese and British trade, at sea and ashore, in the riverine districts of the Canton delta. It is, therefore, not surprising that the Chinese and Portuguese Governments should for the nonce, with their little differences over the boundary question and

Co-operate in Friendly Intercourse  
in ridding the insular possessions adjacent to Macao of the human vultures who have for so long preyed upon the innocent lambs of Chinese merchants and traders by their wanton depredations which sapped the life of their prey and rendered the last of their greed for ill-gotten gains. We have before already noted the effective maintenance of the naval cordon round Taipa, Colowan and Wong Kam. The cordon has since been rendered even closer one with the arrival of the Portuguese gunboat *Patric* from Macao, the cruiser *Rainha Dona Amelia* from Hongkong last evening and the increase in the Chinese flotilla, originally of four vessels, to fourteen yesterday. Included among the fleet was observed in the distant offing the towering hull of the old *Pacheco* and Admiral Li's Chief training ship for Whampoa naval cadets. To complete the long line of vessels closing every avenue through which escape might at all be possible, a large revenue cruiser lies at anchor half-way between Hongkong and Macao at the mouth of the delta.

## Commodore Wu at Government House.

The Commander-in-Chief of this formidable little flotilla, in point of numbers, Commodore Wu, was the guest of His Excellency Governor Marques at lunch at Government House, on Friday. There were also present at table the Staff Officers and members of the suite of the Portuguese Governor. We have authoritative information that the Chinese Naval Official expressed to His Excellency his deep sense of appreciation of the action of the Portuguese in

adopting such effective measures to exterminate the pirate horde root and branch from Colowan. The assurance was given that the presence of the naval units of the Kwangtung Squadron in the neighbourhood of Colowan was for no other purpose than to act in friendly co-operation for the maintenance of the cordon and to prevent the pirates from fleeing into Chinese territory where they will be regarded as the most unwelcome guests. The cordial expressions of good-will on the part of the Chinese representative are mutually reciprocated at Macao.

## Bombardment re-commenced to-day.

Macao's ultimatum to the Chinese pirate chiefs expired at 1 p.m. yesterday (Saturday). It was generally supposed that by that hour a withering fire would have been opened on the island from the batteries of the gunboats *Patric* and *Macau*. But the authorities conducting operations were awaiting the arrival of the cruiser *Rainha Dona Amelia* of whose departure from Hongkong to Macao at noon yesterday they had been apprised by cable despatch. The *Dona Amelia* was signalled off the mainland shortly before four o'clock in the afternoon. She lay at anchor in the offing and awaited the flood tide before she picked up the outer channel and moved up to Colowan. This she did at eight o'clock last night. Eager eyes watched her port lights from the Praia Grande and when she dropped anchor in front of Colowan anticipations ran high of some developments in the night.

## Naval Contingent Disembarked.

The plan was that she was to land a naval contingent of 150 men last night to reinforce the troops on land which with the men from the gunboat *Patric* is now of a total strength of some five hundred men.

Saturday night proved uneventful. By this morning the pirate chiefs had not complied with their signals for an honest trace and surrender. Accordingly, at 8 a.m. sharp the

## Terrific Boom.

of the heavy artillery of the *Patric* was the first signal that a bombardment of Colowan had recommenced with unmistakable determination. The lighter guns of the patrol-boat *Macau* followed in rapid succession and soon a continuous canonade of shot and shell rang out directed against the pirates' lairs and strongholds. The boom of the guns could be distinctly heard by the passengers on board the *Zui Tai* on her way from Macao to Hongkong this morning. For fully an hour those travelling by the Macao steamer to-day had the rare privilege of watching a miniature bombardment well out of the zone of operations and safely outside the line of the deadly fire. What the dreadful consequences of to-day's fearful onslaught will be, it is yet too early for us to be able to report. Communication between Colowan and Macao being maintained as in a state of siege, private despatches take some time to reach us, but we expect to be fully posted by our well-informed correspondents in the morning.

At the time of the despatch of the *Hongkong Telegraph's* representative's latest message from Macao, it was the plan to keep up the bombardment throughout the day unless, of course, capitulation is made in the course of the day. While firing is kept up there is no possibility of particulars being gathered by our energetic correspondent for transmission.

## Pirates' strongholds located.

The location of the pirates' strongholds by the Portuguese scouts, no doubt, led to the determination for the purpose of the drastic measures which called forth nothing less than the concerted action of the warships of Portugal in these waters. In certain quarters these strongholds are depicted which, unfortunately, cannot discriminate between the innocent and the guilty, and women and children are the bloodthirsty cutthroats who are the cause of the suffering of the innocent and honest traders. It is, again, it is thought that no measures can be so severe or oppressive as to put down once for all the state of lawlessness on the very borders of our civilization. Here we have the disciples of two schools diametrically opposed in sentiment and opinions, each having equally good and sound arguments in support of their contentions.

## Portuguese sergeant dead.

Sad to relate Sergeant Perico, who had gone to the "front," was found dead on the island of Colowan yesterday. Our representative was unable to ascertain the cause of death. It has not yet transpired whether the sergeant was killed by an enemy's bullet or died from natural causes. The fact, nevertheless, remains that his corpse has been brought over to Macao and will be buried in due course with full military honours. Deceased sergeant's widow and one child at Macao to mourn his untimely end, and with whom the greatest sympathy is felt.

## More Troops for Colowan.

The tow-boat, which was purchased at Shanghai, for harbour work at Macao, is rendering signal service to the Military Transport and Commissariat Department. She has kept up regular communication between the island of Colowan and the mainland since the commencement of hostilities. Yesterday, at 6.30 p.m., the tow-boat left the Naval Pier in the Inner Harbour with commissariat and a further detachment of 25 men from the local Garrison for Colowan.

## Officers' Leave Suspended.

Officers having families at Macao have had their leave suspended, and all, without exception, have to take up their quarters in the barracks ready for any emergency. Although the City itself is unwontedly full of excitement there is no denying the truth that in military circles the Colony has never been so much aroused since the days of the storming and capture of Passatelo.

## The gunboat "Macau."

Those of our readers who have followed the narrative of the Colowan campaign since its inception will have noted the point made by our representative on the spot of the remarkable accuracy of the shooting on the part of the Chinese. Further evidence, if any were needed, has been forthcoming to-day proving the correctness of our correspondent's report in an authoritative statement which he was able to obtain yesterday that plates of the gunboat *Macau* have been pierced by bullets in several places. It was little short of miraculous that the fusillade directed by the Chinese against the little gun-vessel did not account for any casualty on the naval side.

## Prizes of War.

The exact number of the captured prisoners by the Portuguese has not yet been definitely ascertained, but a rough estimate places the number of known prisoners now in Macao at about seventy. Besides arms and ammunition the Portuguese troops have come in for three valuable prizes of war in the shape of three Chinese junks which were brought into the Inner Harbour from Colowan on Friday in tow of the Shanghai tow-boat. These junks were the mainstay of the pirate horde. Large numbers of men had got on board at Colowan and were in the act of showing off when they were discovered by the Portuguese troops. Filled with their attempt to escape the natives jumped off the decks ashore and ran for their lives in all directions into the water. Abandoned, the

three boats were captured by the Portuguese as prizes of war and towed across the bay to Macao.

## News gathering.

The Naval Jetty and all along the bund is full of people anxious to get every scrap of first news which they promptly retail in the City. The arrival of every launch, or any despatch vessel, from Colowan, is the signal for a rush to the Naval Camber. But as the official news to the subordinates are under the penalty to observe judicious reticence, the purveyors of news, especially of the raw novice type, is invariably doomed to disappointment.

## Pirates identified.

The eighteen men, who were brought manacled to Macao on Friday, having been made prisoners at Colowan, and who are in safe custody in the military prison of Monte Fort have since been identified by at least two of their former captives. A Chinese boy, who had been held to ransom and was since rescued by his deliverer, the Portuguese, was taken to Monte and there without any hesitating pointed out his erstwhile tormentors. The prisoners stoutly denied the charges alleged against them before the lad when the little youngster, emboldened by the presence of the armed escort, called out aloud: "Hoi-lo, hoi, hoi!" meanwhile keeping his index finger in front of the quivering countenance of the contemptible wretch now held in disgrace. Yes, that is the man. He is the robber! One of the gang was identified by an old, old man, who had been held in captivity pending the payment of a large sum of money which had been demanded as the price of his life by the brigands from his well-to-do son who is said to be in business at Macao.

## Story of the Kidnapping.

The youthful witness just mentioned tells a graphic story of how he was kidnapped. One day he was at the Macao wharf of the ferry to Taipa and Colowan. He was inquiring for his father to take him to a man who declared himself to be a friend willing to help him to take him to his village home. The boy was accordingly persuaded to follow the stranger to the Colowan launch. Arriving at the destination the unsuspecting youth declined to disembark, declaring that that was not the landing place of his ancestral village. Whereupon he would-be guide and friend unmasked his villainy and told the now affrighted boy that if he refused to follow him he would be done to death then and there. The boy, who would be his friend even if he attempted to raise an alarm. Of the two evils the boy, who by this time was terrified beyond words, readily accepted the less and obeyed the relentless injunction of his tyrant. He was taken to a Chinese house in a village at Colowan and there at once ordered into the kitchen where he was to turn a useful hand in the scullery department of his unwilling captivity. In servile bondage thus the boy remained as it suited the whimsical wrath of his master. When the boy demurred at any task he was forced to do he had been ordered, he was forcibly held and bound by the arms and the scullery and there hung until it pleased the calling inhumanity of his captor to release him. This and other sufferings the boy had to undergo when the dreadful sound of infantry fire of "Tuesday" last announced to him amidst a scene of gory revelry his joyous deliverance from a bondage that was more terrible than death.

## Cruiser recalled.

The cruiser *Vasco da Gama*, which left Hongkong not long ago, on a cruise in Japan waters and subsequently proceeded to Dalry and Port Arthur, has been recalled to Macao by telegram. She is expected to arrive any time.

The *San Gabriel*, which is on a cruise round the world, is also expected here shortly and will at once proceed to join the Portuguese Squadron at Colowan. So that the fighting units of the Portuguese will be represented by—

*Vasco da Gama* (flagship),  
*San Gabriel*,  
*Rainha Dona Amelia*,  
*Patric*, and  
*Macau*.

[The above report was printed in a special Sunday edition of the *Hongkong Telegraph* and issued to subscribers gratis the same evening.—Ed., H.K.T.]

## Military Demonstration at Wong Kam.

[From an Occasional Correspondent.]

Macao, 16th July, 8 p.m.

The presence of the Chinese flotilla in Portuguese waters and the demonstration of the military force at Wong Kam are susceptible of misinterpretations. The reasons I assign for both are—

1.—To surround and capture any pirates if, by any chance, they manage to elude the naval cordon.  
2.—To prevent the escape of the pirates to Chinese territory in Wong Kam upon their pursuit by our forces.

3.—To demonstrate China's preparedness to place an effective force upon a war footing at any given moment whether on land or at sea. The Commander of the Chinese naval forces has hitherto, with His Excellency the Governor yesterday, he confers with the Portuguese authorities in almost all matters concerning the blockade of Colowan and has rendered great services in establishing the cordon by sea with his fourteen war vessels, launches included, so as to prevent the escape of any junk from Colowan.

To-day was to have been the day for a renewal of operations against the pirates, but nothing eventuated. Yesterday was a day of rest for the Portuguese troops who badly needed it. Fifteen prisoners were landed at Macao yesterday; they have been identified by the rescued children.

The correspondent of a Hongkong newspaper applied for permission to the Governor to proceed to Colowan to gather information for his paper. The permission was refused.

The people of Macao are loud in their praise of the invaluable services rendered by the gunboat *Macau* on the part of her Commander, Senior Mate Oliveira, and his First-Lieutenant, Senior Althouguia Pinto Basto.

Macao, 17th July, 1910.

In continuance of my previous despatches I have now to relate another chapter in the history of the blockade of Colowan with the arrival of the cruiser *Rainha Dona Amelia* last evening and the commencement of operations against the pirates in Colowan.

At 11 p.m. on the 16th instant (Saturday) the *Dona Amelia* dropped anchor at Ponta da Barra in the Macao roadstead. This morning, 17th inst., she added a detachment of one hundred marines which was strengthened by fifty men from the *Patric*. The contingent was placed under the command of First-Lieutenant Carvalho Branco. Shortly after disembarkation operations were commenced in real earnest by the combined naval and military forces. The

gunboat *Patric* assumed the lead and opened fire on the island with her heavy guns. Cannonading was sustained for two hours and at 1 a.m. the guns from both the *Patric* and *Macau* ceased fire. To-morrow (the 18th inst.) operations will be resumed by the naval force.

## Escape of the Pirates.

It is said, and there is good ground for the report, that the greater number of the pirates have already escaped from Colowan by way of Hak-ai beach which lies to the east of the island and which apparently had not been vigilantly guarded. The effectiveness of the naval cordon may well be criticised by those who have a poor conception of the position of the group of islands of which Colowan is one. One has only to know Colowan's situation in order to thoroughly understand how difficult a completely effective blockade in the expanse of water opening out to the boundless sea must be.

## Fishing Boats Commandeered.

The report, to which I am giving so much credence, of the successful eluding of the Portuguese and Chinese fleets by the allopny pirates, to whom the waters in the neighbourhood of Macao are perfectly familiar, comes to me from a source which I have no reason to doubt. The information which was vouchsafed to me is that two gangs of pirates numbering about sixty in all made good their escape under cover of the darkness to a place called Sam Kok near the island of Lap Sap Mi which lies to the east of Macao. From this temporary haven of refuge they commanded three fish-boats and compelled their owners and crews to receive them on board. Terrified by the menacing attitude towards them by these dreaded rovers of the deep the fisher folk submitted, to their mandates and in addition were compelled to ship a few piculs of rice on board besides other provisions before they set sail for the hospitable shores of some unknown islands in this neighbourhood.

If these desperate men have betaken themselves to Chinese territory they have little hope of surviving the executioners' axe in the "Foster's field" at Canton, for the elders of nearly every village round about the scene of last week's tragedy have been warned against harboring strangers arriving from the coast. It is not at all improbable that the fugitives will make for one or more points of disembarkation on the shores of the mainland or at Lantau within the New Territories of Hongkong. If the latter happen to be the case, and the lines I now send you come under the lynx eyes of the Hongkong Police, your watchful guardians of the Peace in the insular dependency of the Colony will, beyond any doubt, capture the gangs of undesirable immigrants.

## Governor Marques Visits Colowan.

This afternoon (Sunday) His Excellency the Governor, Senhor Marques, left Macao for Colowan. He was accompanied by the Chief of Staff, Colonel F. Rodrigues, and his aide-de-camp, Mr. Roella. The Governor's visit was to make himself personally acquainted with conditions on the island and also to inspect the plans of operations in the "seat of war." His Excellency and suite returned to Macao later in the evening.

## Death of Sergeant Perico.

There was found on the hills, yesterday, the dead body of Second-Sergeant Joaquim Perico. By the appearance of the body it is surmised that the poor fellow must have been dead quite two days. An examination of the body did not reveal the presence of any bullet wound, but there was a slight abrasion of the cheek. Perico's body will not be brought over to Macao for interment as was at first supposed, but he will be buried on the island, it having been decided to bury even the Portuguese dead at Colowan.

## Naval Cordon Broken Up.

The threatened appearance of the weather coupled with the ominously falling barometer and the heavy swell in the roadstead have led to the breaking up of the Naval Cordon, and as I write the units of the Chinese flotilla are forming into line heading for the Inner Harbour of Macao. The pirates have thus conspired with the clerk of the weather to afford them their last means of escape from their lair. The state of the weather will probably determine the abandonment of tomorrow of the contemplated renewed assault on the last of their strongholds, the necessity for which will have gone by their escape on account of the threatened storm which has driven the mercurial flotilla into shelter.

## Pirates Disembarked.

I have heard it stated by persons who have returned from the "front" that one of the pirates' strongholds, which had been discovered, was visited by the Portuguese troops after the severe cannonading yesterday morning. There the terrific effect of the shells from the *Patric's* guns could be seen, as the shocking scene of the disembarked remains of bodies, presumably those of pirates, were seen lying about. A human heap of blood-stained rags, and a quantity of Chinese medicinal herbs, which were supposed to have been used for the staying of the flow of blood from the wounds. None have been discovered *hors de combat* and the supposition is that the wounded and the slain have been carried away by the pirates in their flight. The belief is held that those of the pirates who have not yet fled from Colowan are in hiding at a place called Lai-Chi-Wan.

## Mosquito Fleet in Harbour.

The whole of the Chinese mosquito fleet are safely sheltered in the placid waters of the Inner Harbour. Only the old *Zookong*, the Admiral Li's training ship, were seen lying about. The threatened storm on the roadstead, it is feared, will be a serious blow to the Chinese fleet. The *Rainha Dona Amelia* will be returning to Hongkong in view of the approaching typhoon, her commander having deemed it inadvisable to remain in such an exposed situation as that of her present anchorage (the *Dona Amelia* arrived in Hongkong at 10 o'clock to-day.—Ed., H. K. T.)

## Chinese Fire Silenced.

The Portuguese troops can now move over Colowan with greater freedom than before, when the appearance of any single European soldier in the open furnished a moving target for the native snipers. This fact leads to the conclusion that the frightful lessons taught by the shells from the Portuguese gunboats have struck terror into the heart of the pirate chiefs who have since declined to throw up the ghost. The complete subjugation of the island will now be a matter of just a few days only. Among the captured prisoners was a Chinese woman whom report credits as being the wife of the pirate chief.

## Naval Commander's Thanks.

Commander Mate Oliveira of the gunboat *Macau* has written to the press to thank the anonymous subscribers for the gift of wines, tobacco and other comforts to the soldiers and marines engaged in action. He has expressed his men's appreciation of the thoughtfulness of the citizens of Macao.

## COMMODORE WU'S REPORT.

[From Our Own Correspondent.]

Canton, 18th July.

A joint telegraphic report has been received by H. E. Viceroy Yuen from Commodore Wu and the officials of the Hongkong district giving detailed accounts of the recent trouble at Colowan. Since the receipt of the despatch the Viceroy has sent his Chief Deputy of Foreign Affairs, Tapai So, to Macao to ascertain the real condition of affairs. The deputy is also instructed, when at Macao, to call and interview the Macao Governor with a view to the best possible steps being taken for the suppression of the disturbances so as not to involve the great sacrifice of lives of the poor people of the villages.

A number of the members of the Cantonese Cross Society have also left Canton for Colowan for the purpose of rendering medical assistance to the people who may be in need of it. Admiral Li Chun has placed a gunboat at the disposal of the Society to convey their members to Colowan.

## ELEVEN PIRATES CAPTURED.

NAVAL CORDON RE-ESTABLISHED.

[From Our Own Correspondent.]

Macao, 16th July.

As the weather cleared up in the course of the day, the cordon indicated that the typhoon in the South had given this port a wide berth. Commodore Wu's flotilla, which had run into the Inner Harbour for shelter on Sunday evening, heaved anchored to-day and steamed out of the harbour. They made straight for Colowan and took up the allotted positions assigned to the respective units in the re-establishment of the naval cordon round Colowan.

The Portuguese gunboats *Patric* and *Macau* are still at anchor within firing range of the island. At 11 o'clock yesterday the projected commencement of hostilities did not take place, and it is very doubtful if there will be the further necessity of pouring a deadly fire of shot and shell into the abandoned strongholds of the pirates. However that may be, all Monday passed quiet so far as Colowan was concerned and the narrative of events is nil to-day.

Some stir was created in the Inner Harbour to-day when it became known that members of the local Water Police succeeded in capturing a gang of eleven pirates in front of the Hongkong steamer wharf. The gang was a rather large one. They were some sixteen men in all. Surrounded by the police eleven were made prisoners, while the other eight succeeded in making good their escape. It is not likely that they will enjoy their liberty long, for whether in Chinese soil or Portuguese territory close vigilance is now kept over the movements of these desperate characters. Their days are surely numbered.

## RETURN OF THE "VASCO DA GAMA."

The cruiser *Vasco da Gama*, recalled from the North, arrived in port this afternoon, and took up her moorings in Wanchai Bay.

## UNREST IN THE SOUTHERN PROVINCES.

A gentleman just returned from the Southern Provinces, arrived only yesterday, has most terrific yarns to relate of disturbance generally in the lower Southern States of China. He is, of course, an emissary of a Western Company, and on the whole he escaped a shameful death at the hands of the people who are making all the trouble in the arid hills of Colowan.

At the same time he, who was an official of the British Administration, found it incumbent on him to deny to report the offence that had been offered to him.

As things had happened, the offence that had been expressed to the Portuguese at Colowan was not nearly equalled by that which was accorded to the British, and it is to be hoped that nothing will now prevent both the Portuguese and the British in joining forces in order to bring their relationships with the pirates to their straight resources. In the meantime, the pirates of Colowan must be crushed, obliterated and utterly annihilated. If we desire peace and pleasure on the West coast, if Great Britain says that her warships will join with their Chinese and Portuguese comrades in the sense of actually working alongside so much the better for all concerned, and so much the less will the murderous cannonades be prolonged beyond endurance.

## ROBBERY AT MACAO.

[From Our Own Correspondent.]

Macao, 17th July, 1910.

A case of theft was reported to the Procurator of the Department of Chinese Affairs yesterday which, in its details, shows preference on the part of certain Chinese thieves for fire-arms to silverware and valuables. The report lodged with the authorities concerning the theft is to the effect that a private rich man, with his own passenger, was drawn from No. 15, Chum-amier, just below the Box Vite Hotel, to the steamer leaving for Hongkong yesterday (Saturday) morning, the *a.s. San Tai*. The gentleman in question was on board on board to proceed to Hongkong, the cools drove the rich man to Barra where he abandoned the vehicle. He then returned to the house and was apparently conversant with the movements of the occupants. Undetected the man gained admission into his master's bedroom and made straight for a wardrobe where two loaded revolvers were kept. He opened the door of the almirah and extracted therefrom the fire-arms and a few loose subsidiary coins that were lying on one of the shelves. Silverware and other valuables were not touched. The man's capriciousity. With the revolver he secretly carried the cools left the room as stealthily as he had entered it.

The disappearance of the rich man from the entrance at the door-way led to inquiry being made for the cools when it dawned on the lady of the house that he had taken French leave. Suspicion once aroused a thorough examination was made of the private apartments in the house with the result stated above—the discovery of the loss of the revolvers and a small amount of money.

A report was forthwith made to the Procurator in such cases, to the Department of

[From Our Own Correspondent.]

### PORTUGUESE THREATENED.

## GREAT MEETING IN TOKIO.

Mr. Nomura, Captain of the vessel which will carry the expedition, said his ship would sail to New Zealand via Bonin Islands and then to Victoria where the expedition will land. The whole distance is to be covered in 60 days. Finally, Lieutenant Shirase spoke and gave a minute outline of his expedition. The audience very enthusiastic and gave the Lieutenant a hearty reception.

## THE SEA SERPENT

**HONGKONG SCOUTS.**

Bark Scrap .....	74. 10d.
Scrap untreated .....	74. 5d.
Rambong .....	74. 0d.
—Strain Time	

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was forwarded to Europe, Singapore accounted for 82,475 tons. The export figures for 1968 stood at 91,404 tons.

## THEIR UNFAIR OPERATION.

granted as cook's bachelors, to former French Minister in Siam. Since this subsidy was granted, it has changed hands several times, but none of the holders has succeeded in showing that it serves a useful purpose. The object of the article is to induce the Government to rescind on this expenditure in Malacca.

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more than doubled, and is in addition to our existing production in Sumatra of about 300 tons monthly. The wax is of fine quality, and

ld. Sumatra, capable of turning out 100 tons

seconds stopped the car. The car  
was used to make it, and off the  
a sample.

[illegible]





